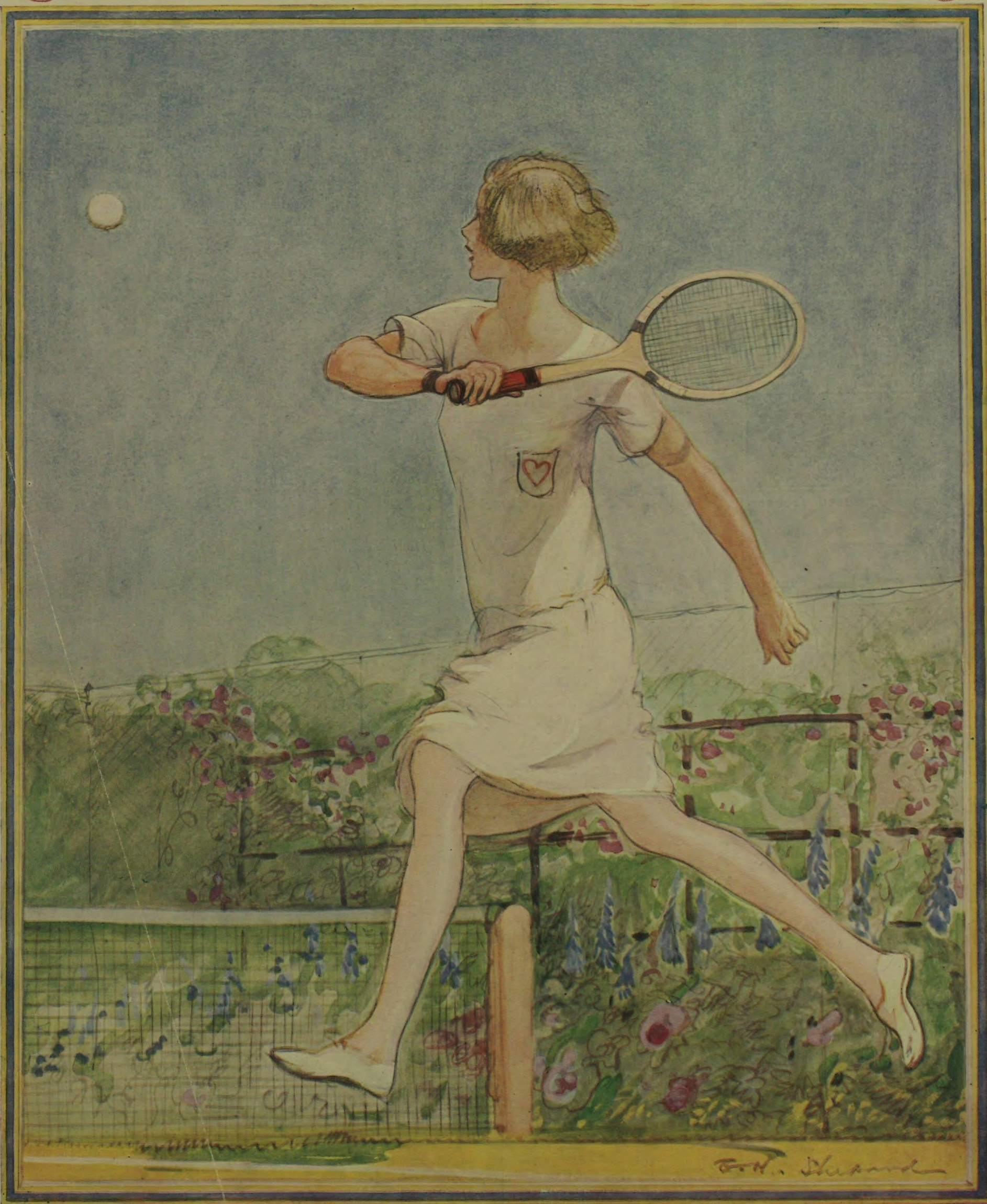


# THE ILLUSTRATED LONDON NEWS

SUMMER NUMBER

1

1





LILLA



### "ALL ENGLAND" TENNIS FROCK.

This model is made with the necessary fullness with four box pleats. In Pin Stripe Zephyr, Linen, Schappe, Crêpe-de-Chine, from 39/6 to 94/6.

"All England" Tennis Hat protects the head, shades the eyes, practically no weight. Uncrushable, packs flat. It is made of the best quality white piqué, underlined with fadeless green material. Post free 21/9.

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Post Orders: Lilla, 27, Cedars Road, Clapham, S.W.4

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CREAM  
for greasy  
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VIOLA  
for dry  
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1/6 & 2/6  
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Hair-  
dressers,  
Chemists,  
Stores.

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Quick relief to sufferers from Asthma,  
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Go where you like; ask whom you like; you will always find that in every part of the world the ALVIS is recognised as the outstanding example of British superiority in light car manufacture. Not only superior in performance and reliability, but also from the point of view of economy and investment. The ALVIS is a quality car for the connoisseur, a gilt-edged investment for the wise, and a delight to all.

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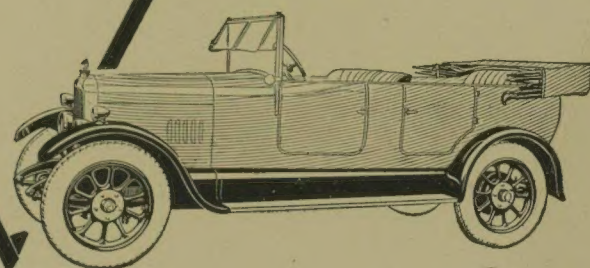
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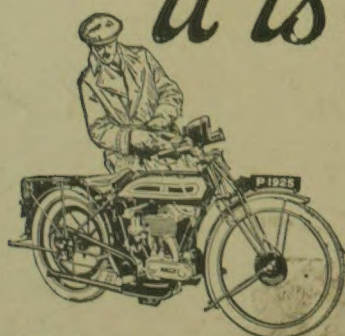
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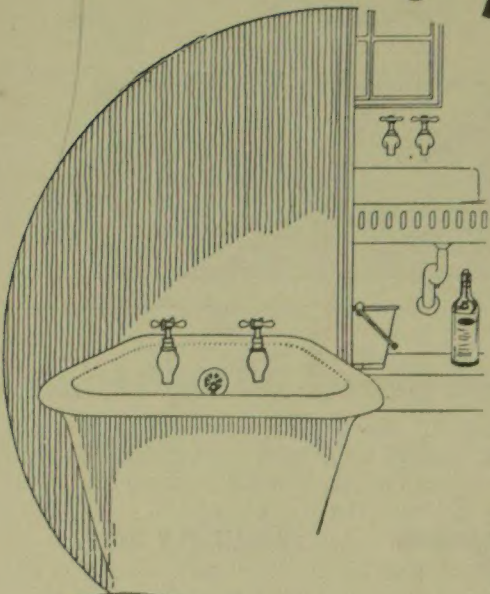
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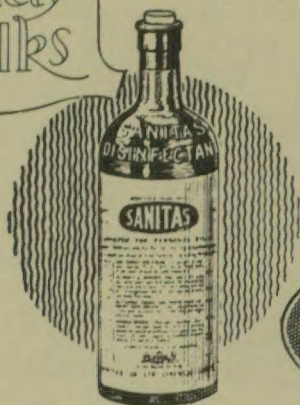
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safety  
talks

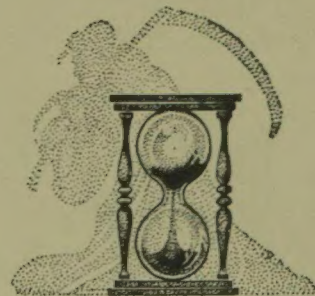


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CHOCOLATE  
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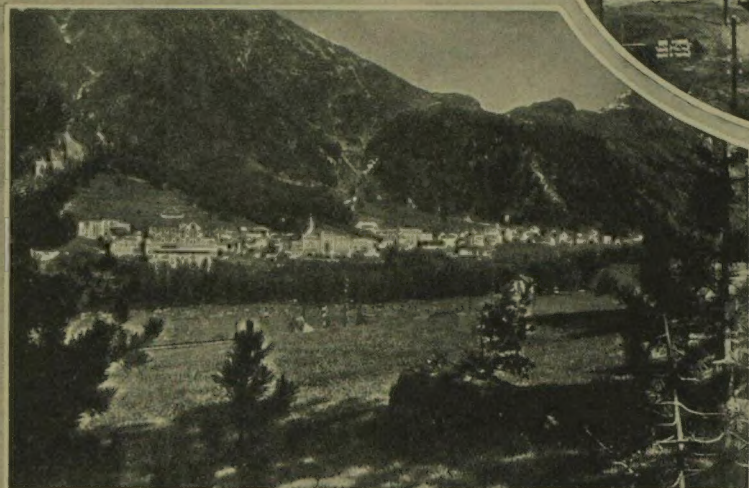
A rich brown biscuit  
with a flavour all its  
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Chocolate cream...

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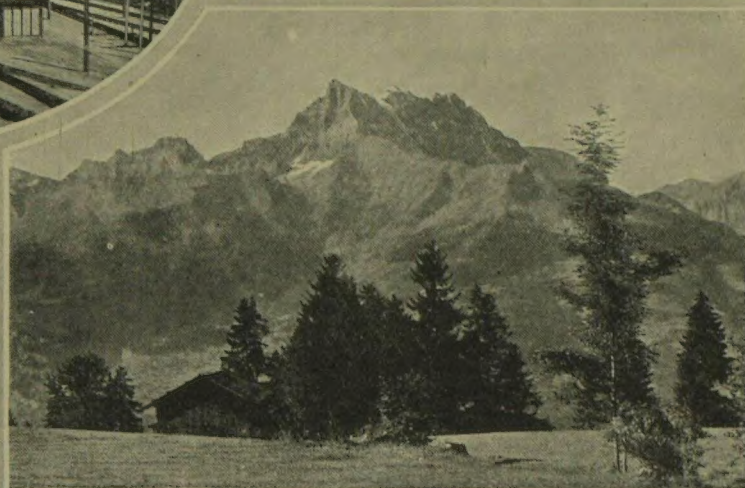




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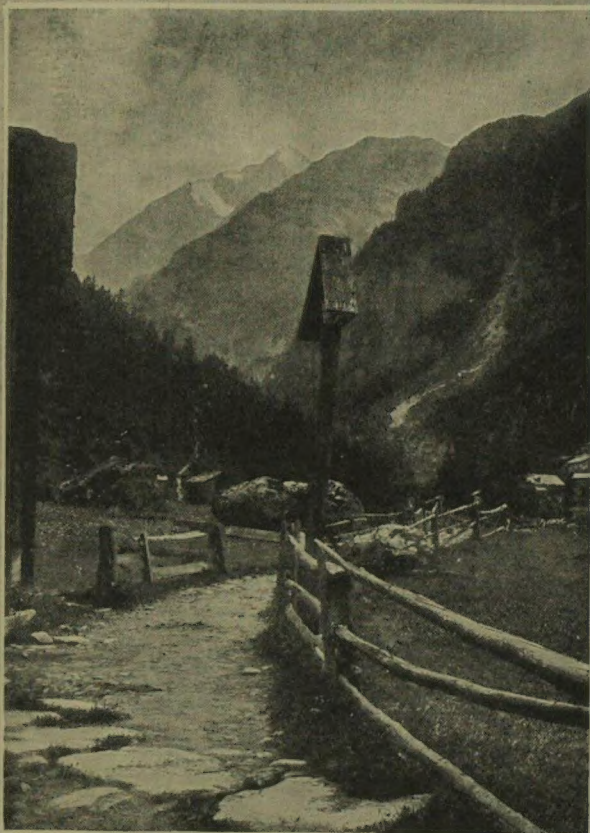
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Write for Illustrated Leaflet and name of nearest dealer, Columbia, 102-108, Clerkenwell Rd., London, E.C.1

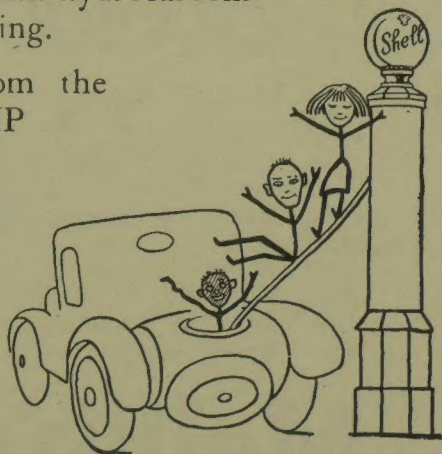
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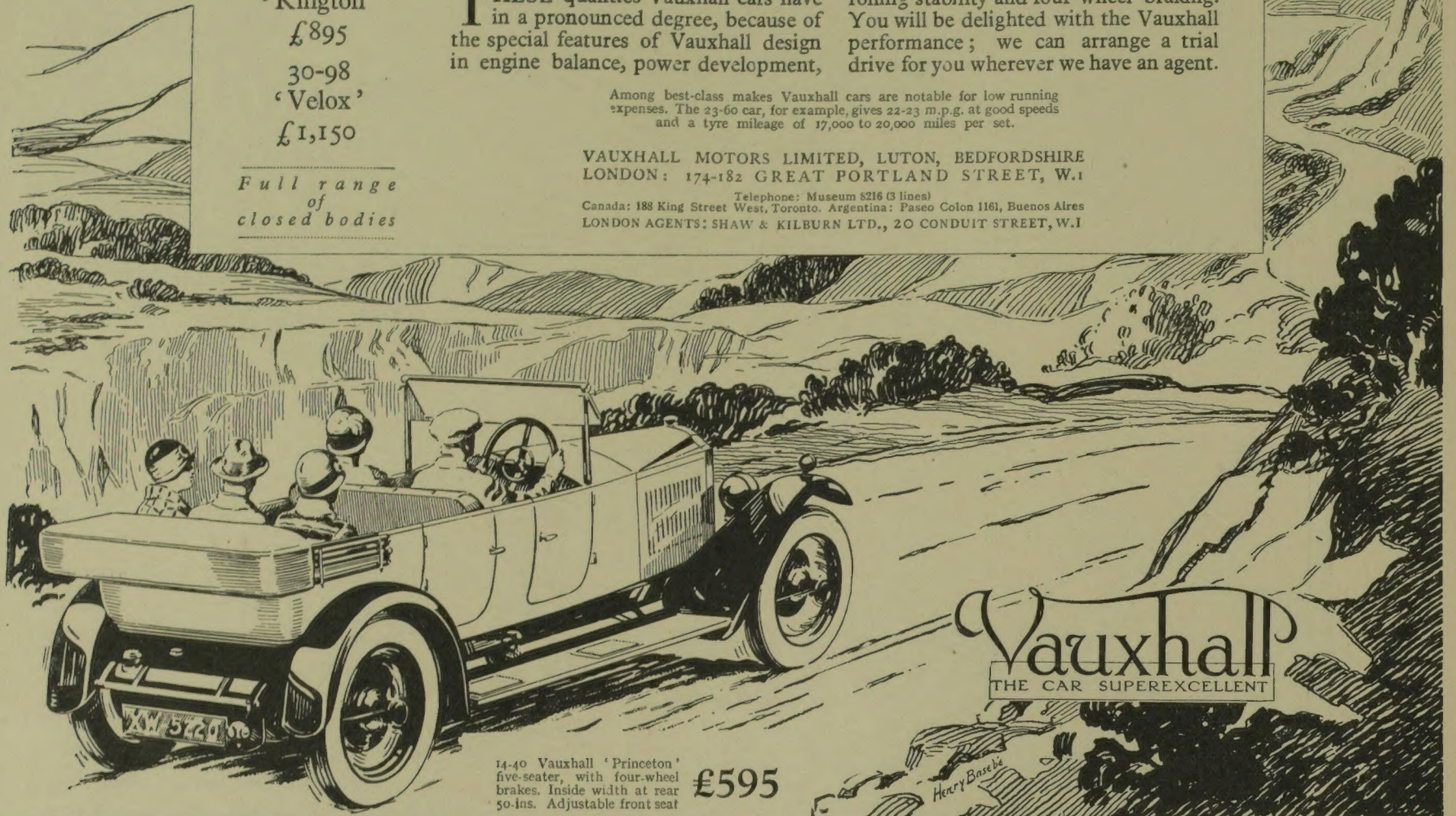
THESE qualities Vauxhall cars have in a pronounced degree, because of the special features of Vauxhall design in engine balance, power development,

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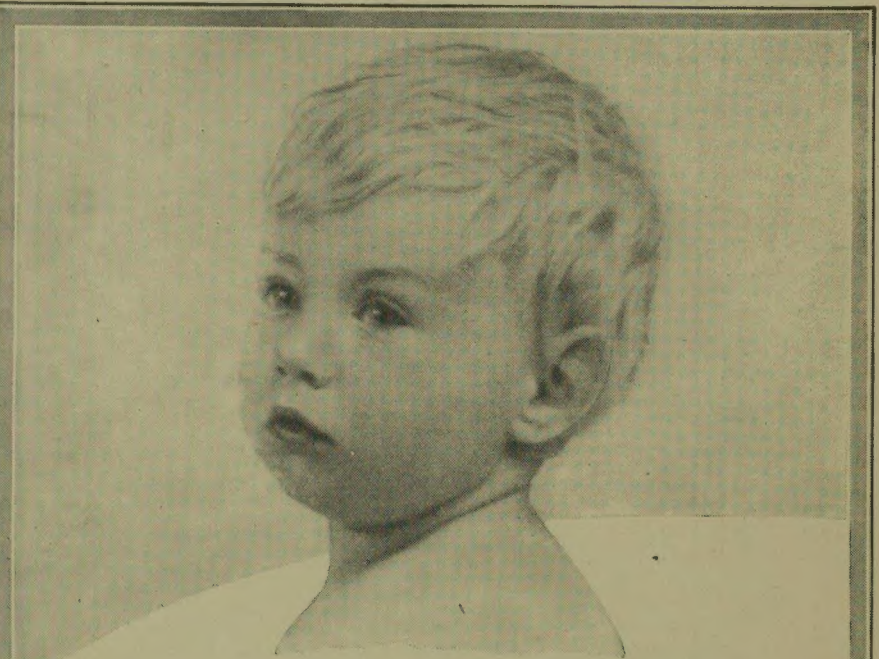
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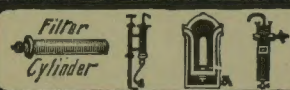
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# GAS

## along the All-Red Route

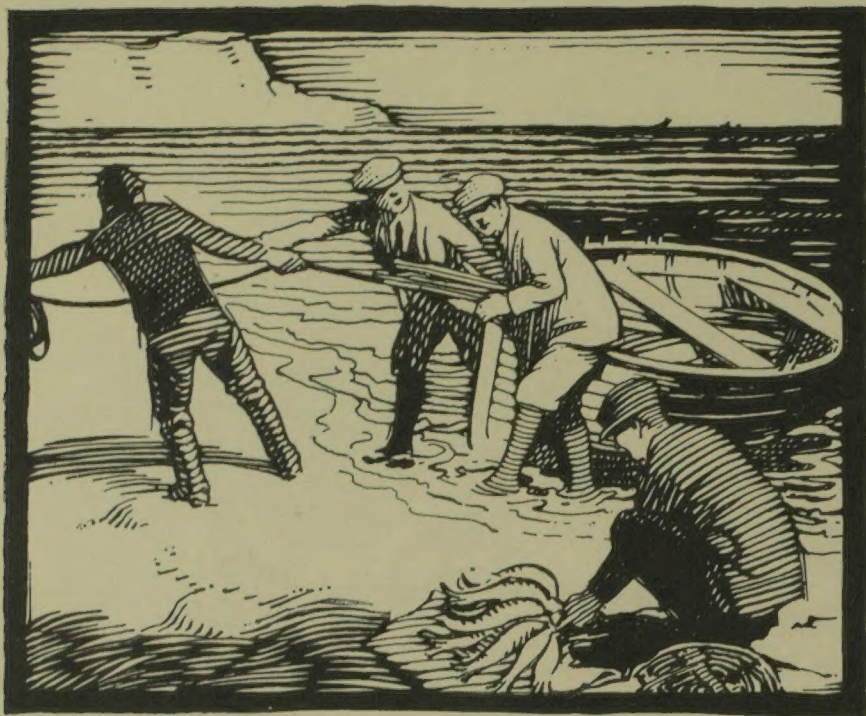


Good Housekeeping for every type of home throughout the Empire will be illustrated by "good housewives" in the Gas Exhibit at Wembley in the already popular pavilion specially constructed there last year. Additional space has been taken for lectures and daily demonstrations in the cooking of Empire Food Products by means of Gas, the Empire's most reliable fuel.

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**T**he WEST COAST is the holiday coast, the coast by the deep blue sea.

The Coast of North Wales. The Lancashire Coast. The Isle of Man. The Coast of Cumberland. The Firth of Clyde. The Highlands.

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—the Main Line

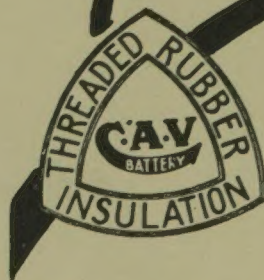
Frequent expresses and many excursion trains to West Coast Resorts from London and the principal cities. Illustrated guides for any of the regions mentioned above from any LMS station or town office, or from the General Superintendent Passenger Commercial, 11, Station Buildings, Derby.

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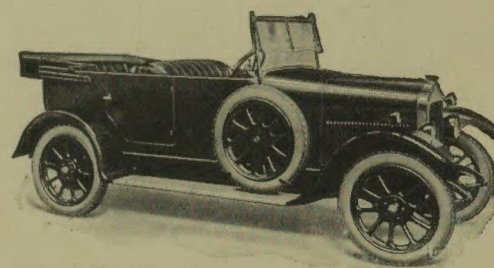
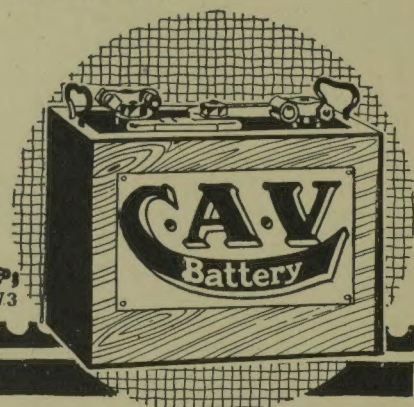


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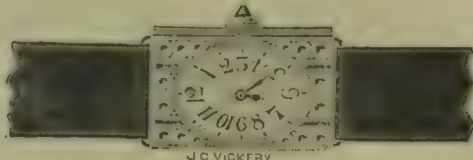
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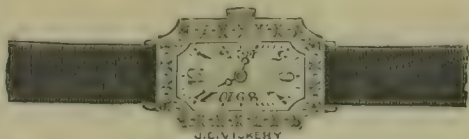


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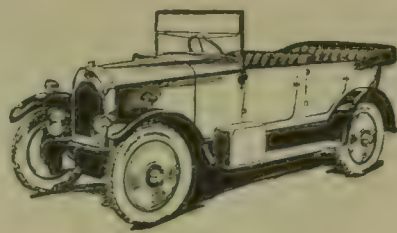
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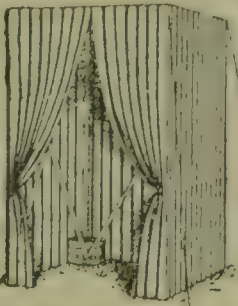


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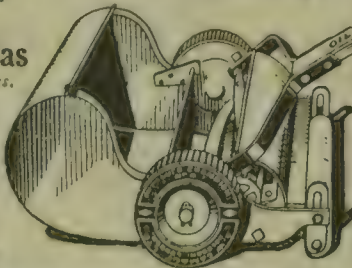


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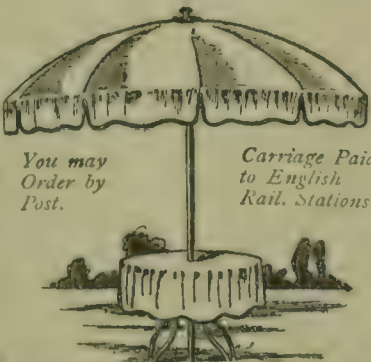


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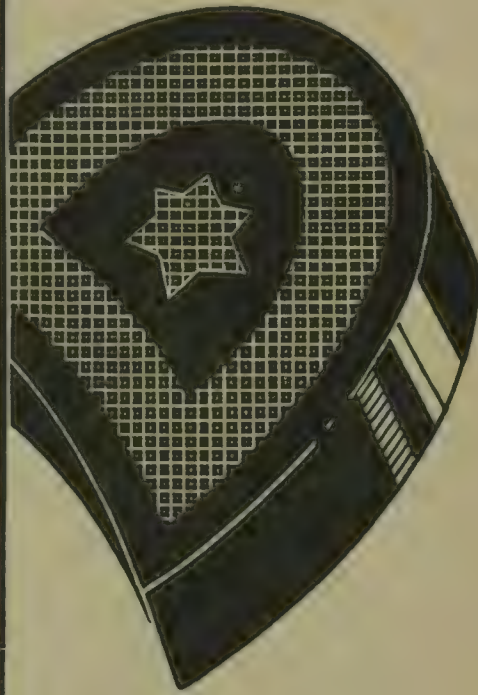
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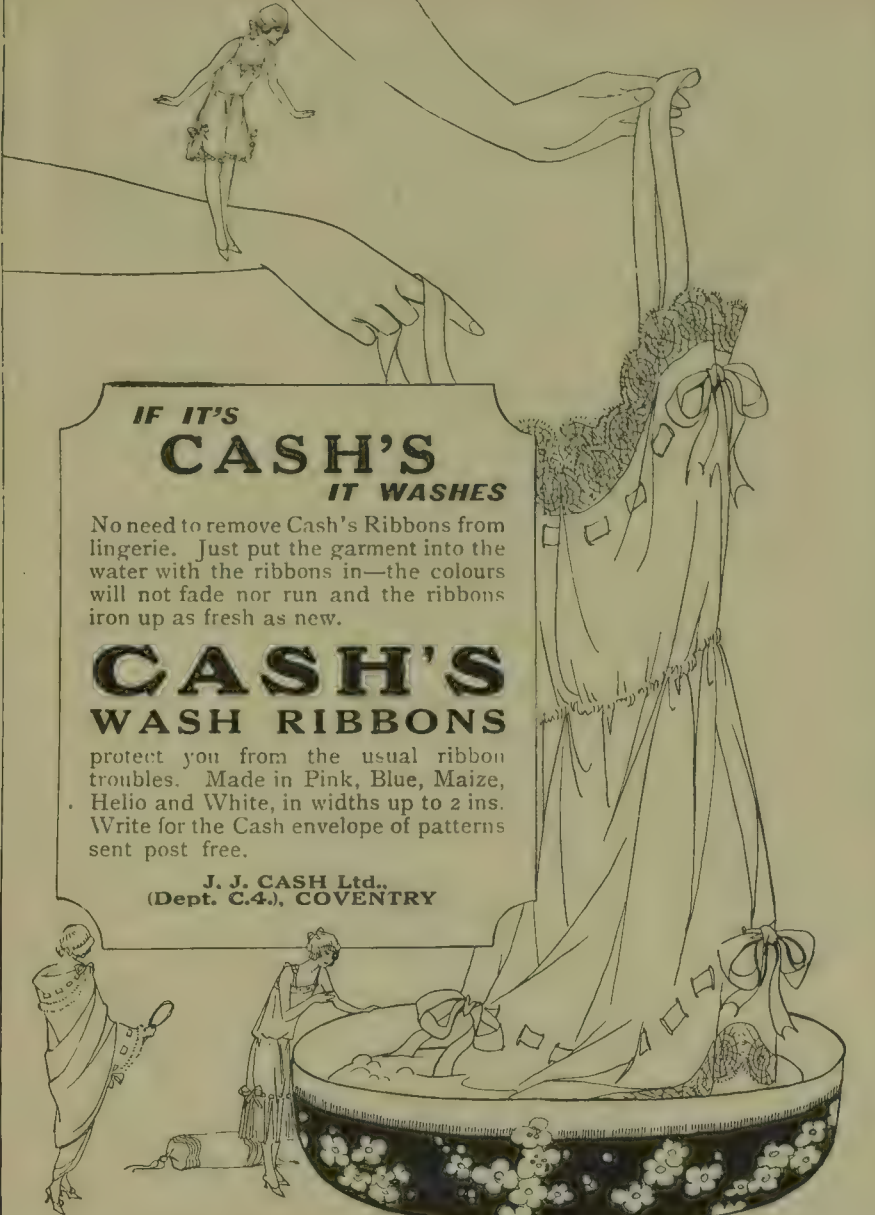
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# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, JUNE 20, 1925.

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MAGNET-IN-CHIEF TO THE CENTRE COURT AT WIMBLEDON: Mlle. SUZANNE LENGLEN, AGAIN COMPETING IN THE LAWN-TENNIS CHAMPIONSHIPS.

Ever since she first appeared at Wimbledon in 1919, and won both the Singles and Doubles, Mlle. Suzanne Lenglen, the great French player, has been the chief magnet of attraction at the Lawn-Tennis Championships. In 1923 she was Lady Champion for the fifth year in succession, but last year, owing to

illness, she retired from the contest. This year she has arranged to compete again at Wimbledon, where the tournament is to begin on June 22, and interest centres on the question whether she will retain her pride of place against the newcomers. Elsewhere we give portraits of thirty-two other popular players.

PHOTOGRAPH BY BASSANO.





By G. K. CHESTERTON.

I SEE that some of the doctors suddenly began to recommend the eating of meat in the middle of the very weather in which people are least inclined to eat it. Perhaps the occurrence of this weather was just as well, or fearful inroads might have been made upon our cattle, as in some wild old Highland raid which swept herds of cattle away. It seems something of a tragedy that a simple enthusiast should have been a vegetarian all the winter, only to be told to eat pork chops suddenly in a summer about as favourable to it as a fit of sea-sickness. But the accident illustrates in another way the insecurity both of the weather and the wisdom of the schools.

I am myself so exceedingly Nordic, so far as physical constitution is concerned, that I can enjoy almost any weather except what is called Glorious Weather. At the end of a few days of that, I am left wondering how the men of the Mediterranean ever managed to do almost all the most active and astonishing things that have been done. It is no weather in which I could be persuaded to carve the Elgin Marbles. It were vain to look to me at such moments to erect the Tower of Giotto. Not in such moments does there flow through my own mind the measured sequence of the books of the Iliad or the Æneid; it is only with considerable difficulty that there flows even so thin and wavering a train of thought as I am following at present. That a man should think as hard as Aristotle thought seems itself unthinkable. But the difficulty suggests to me, even in such weather, two very simple and obvious thoughts, which many people seem still to miss. The first is that it is not always a disadvantage to have a comparatively unstable climate. The other is that it is not always a disadvantage to have disadvantages. And I suspect, first, that the greatness of the South was not produced by its climate; that creeds and cultural traditions are much more important than climate. And I suspect, in the second place, that in so far as it was in one sense produced by climate, it was produced rather by struggling against the climate than by taking advantage of it.

Now, curiously enough, the suggestion here made about the South used always until recently to be made about the North. Early Victorian evolutionists used to talk about the Midi as if it were the Tropics. They used to talk as if life in Spain or Italy were one long siesta, and nobody could be expected to do any work unless he were frequently encouraged by the east wind. As a mere matter of bodily feeling, I quite understand how they felt. But as a matter of moral concern for the dignity of the House of Adam, I protest against this materialistic assumption that men have never done anything but what they were told to do by the weather. The materialistic theory that everything is owing to race is pretty well rotten by this time. But even the superstition of race is more respectable than the superstition of climate. It accords better with human honour to be driven blindly even by the blood in our veins than by the vapours in our skies, if we are so lost as to have no wills to drive us.

The scientific sort of history is much too easy to write. It is also much too easy to criticise when it is written; and though I have never written a scientific history, thank God, I have very often criticised those of others, and found it, so far as that is concerned, a pleasant and facile way of earning one's living.

In the sort of weather I have described, even refuting a rationalist does not seem a light enough occupation, and running after evolutionary theories becomes as exhausting as running after butterflies. After all, the evolutionary theories live no longer than the butterflies; and we but a little longer, especially in weather like this. A vast number of historical theories have

### SPECIAL NOTICE TO READERS OF THE ILLUSTRATED LONDON NEWS.

WE wish to advise our readers that THE NEXT ISSUE OF "THE ILLUSTRATED LONDON NEWS," DATED JUNE 27, will be of SPECIAL IMPORTANCE, and will contain an article and illustrations dealing with a subject which we are unable to discuss at the moment, but which, we can assure our readers, will be of extreme interest, not only to our readers in general, but to all interested in Archaeology and Art. Certain of the pictures in question will be in full colours, and the others will be beautifully reproduced in monochrome. We give this warning now, as a very great extra demand for the issue is certain; and we should not like any readers to say, after the event, that they have not been able to obtain the copies they required. It is very necessary to order now, if disappointment is to be avoided.

been founded on climate. Science has again and again explained to us the whole theory of the effect on humanity produced by climate. The theory, it is true, has been different every time it was explained. It has been as variable as the English climate—or

stated in my boyhood, was so very simple. The Italian sat in the sun under a vine that dropped grapes into his mouth; so he did not need to do anything. The Scotchman had to walk about to keep warm on a cold moorland where nothing grew but thistles; so he was forced to begin to plough the soil if only to restore his circulation. There were some little details that did not seem quite to fit in with the explanation—little things like the Roman Empire, the discovery of America, the wars of Napoleon, and so on.

It would be exceedingly easy to turn the whole argument round and make it point exactly the other way. In a comparison, say, between England and Spain, or even between England and France, it is by no means true that all the atmospheric and material advantages are with the Southern country. Those who wrote about the Italian beggar sitting in the sun were themselves too much in the sun. This theory of the mere luxury and comfort of sunny countries was another form of the Sun Myth, and is exploded along with it. These philosophers forgot that a garden does not only need sun, but also rain. Any poor countryman who could not read or write could have corrected them; but they never paid any attention to people who could not read or write. Certainly any poor peasants living on the high, hard, rocky land of Spain could have corrected them; but they paid no attention to Spaniards, because Spaniards were softened and enervated by a life of luxury and natural wealth.

The truth is that the really advantageous climate, at least for a great many practical purposes, is often to be found rather in the North than in the South. Certainly, in many important respects it is to be found rather in the British Isles than on the Continent. There are very fertile parts of the Continent; but there are also very sterile parts; and there are parts that suffer frightfully from the lack of a rain in which England can thankfully rejoice. As a matter of fact, of course, both Northern and Southern men

have owed their success much more to virtues and visions of liberty or loyalty than to any position of clouds in the sky. The anthropologist who attributes their fate to the arrangement of the clouds is just as superstitious as the augur who attributed it to the arrangement of the birds, or the astrologer who attributed it to the arrangement of the stars. Nobody understands the nature of man, in England or in Egypt—or, for that matter, in Ethiopia—who does not understand that noble passage in the "Religio Medici," about that within him that is other than the elements and owes no homage unto the sun.

But, popularly speaking, we may fairly say that Southerners have had as hard a fight against their good climate as Northerners against their bad one. Homer and St. Augustine must have defied the sun as successfully as Shakespeare and Dickens defied the rain. And in some matters it would be specially interesting to reverse the argument of Buckle or his school, and point out that the Southern peasant has really made the most of his small advantages, while the Englishman has often neglected his larger advantages. For instance, there is the case of cookery. Thackeray, a notable *gourmet*, said somewhere that the English had better beef and mutton and worse steaks and chops. The point may be commended to us, as we rush off to devour more and more meat, by doctor's orders.



THE FOREIGN SECRETARY AT EUROPE'S DIPLOMATIC "EXCHANGE": MR. AUSTEN CHAMBERLAIN (AT THE RIGHT-HAND END ON THE FAR SIDE OF THE TABLE) ATTENDING A LEAGUE OF NATIONS COUNCIL MEETING AT GENEVA. During his recent visit to Geneva, Mr. Austen Chamberlain agreed with M. Briand the terms of the Allied reply to Germany's Security proposals. The figures seated at the further table in our photograph are (from left to right) M. Quani, M. Nello Franco, M. Scialoja (Italy) M. Briand (France), M. Quonon de Leon (President), Sir Eric Drummond, Mr. Austen Chamberlain, M. Tschy, M. Mellot, and Dr. Benesh (Czecho-Slovak Foreign Minister). Geneva has become an important centre for exchanging diplomatic views.—[Photograph by G.N.]

as variable as the English climate used to be and (please God) soon will be again.

The fun and the futility that cling to these theories are chiefly notable in the fact that they are so easy to turn tail-foremost. For instance, there was Buckle and the History of Civilisation, the first great monster of materialistic history produced out of the first slime of industrialism. Buckle maintained, I am told, that people in warm climates were less energetic than people in cold climates; and some of his followers, at any rate, reared on this foundation the whole nineteenth-century notion that the Northern nations were practical and progressive, and the Southern nations slothful and effete. The argument, as it used to be

### OUR ANAGLYPHS.

Readers who have not yet obtained one of the special masks for viewing our Anaglyphs in stereoscopic relief may do so by filling up the coupon on page 1195, and forwarding it with postage stamps value three-halfpence (Inland) or twopence-halfpenny (Foreign), addressed to "The Illustrated London News" (Anaglyph), 15, Essex Street, London, W.C.2.



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY BASSANO, POLLARD CROWTHER, F.R.P.S.; MAULL AND FOX, ELLIOTT AND FRY, ROUGH, CRISP, AND SPEAIGHT.



A LABOUR MEMBER'S SUDDEN DEATH: THE LATE MR. JAMES WIGNALL, M.P.



THE ITALIAN "SHAW" NOW GIVING HIS PLAYS IN LONDON: SIGNOR PIRANDELLO.



AUTHOR OF "THE MAN WITH A LOAD OF MISCHIEF": MR ASHLEY DUKES.



THE NEW MEMBER FOR AYR BURGHS: LT.-COL. T. C. R. MOORE, M.P. (U.).



A DISTINGUISHED TEACHER OF SINGING: THE LATE MR. GUSTAVE GARCIA.



WINNERS OF THE OPEN CUP POLO TOURNAMENT AT RANELAGH: THE EATON TEAM—(L. TO R.) MR. W. FILMER-SANKEY, MARQUIS DE VILLABRAGIMA, LT.-COL. C. F. HUNTER, AND MR. J. A. E. TRAILL.



HEAD OF THE RIVER AT CAMBRIDGE IN THE MAY RACES AFTER THE GREATEST STRUGGLE SEEN FOR MANY YEARS (WITH FIRST TRINITY 1.): THE JESUS 1st BOAT.



RECENTLY PROMINENT IN A NEW TRANS-ATLANTIC SERVICE SCHEME: THE LATE SIR WILLIAM PETERSEN, THE SHIP-OWNER.



TWO GENERATIONS OF THE HOUSE OF WINDSOR: PRINCESS MARY VISCOUNTESS LASCELLES, WITH HER TWO SONS, GEORGE AND GERALD, THE ONLY GRAND-CHILDREN OF THE KING AND QUEEN.



BISHOP OF OXFORD SINCE 1919, AND FORMERLY HEADMASTER OF WINCHESTER: THE LATE DR. H. M. BURGE.

Mr. James Wignall was Labour Member for the Forest of Dean. In 1923 he was one of a British delegation to Australia to examine settlement schemes.—Signor Luigi Pirandello, whose plays are being presented by Mr. C. B. Cochran at the New Oxford Theatre, was born in Sicily, has been a schoolmaster and a novelist, and now runs a little theatre in Rome.—Mr. Ashley Dukes, whose delightful comedy of amorous intrigue, "The Man With a Load of Mischief," at the Haymarket, is so much talked about, is the well-known dramatic critic of the "Illustrated Sporting and Dramatic News" and one of the judges for the "Sketch" awards for the best acting of each month.—Colonel Moore was returned in the bye-election at Ayr, caused by the appointment of Sir John Baird (now Lord Stonehaven) as Governor-General of Australia.—Mr. Gustave Garcia taught singing for many years at the Royal Academy of Music (1880-90), the Guildhall

School (1883-1910), and the Royal College of Music (1884 to 1925). In early life he sang in opera.—Eaton beat Jodhpur in the final of the Open Cup Polo Tournament at Ranelagh by 7 goals to 3.—The crew of the Jesus College boat, as seen in our photograph (from left to right) are: 1. W. E. Osbourne (bow); 2. F. O'Rorke; 3. J. B. Bell; 4. W. N. Phelps; 5. R. L. C. Southern; 6. S. H. Heap; 7. C. E. C. Goddard; J. R. Bruce (stroke); and H. D. Winkworth (cox).—Sir William Petersen's proposed arrangement with the Canadian Government for a subsidised Transatlantic shipping service was the subject of a report by a committee of the Canadian House of Commons issued on June 12.—Dr. Burge, the late Bishop of Oxford, was buried at Cuddesdon on June 15, after a memorial service in the cathedral at Oxford (illustrated on pages 1238-9). After ten years as Headmaster of Winchester, he was Bishop of Southwark.



## AT HOME AND ABROAD: NOTABLE EVENTS

PHOTOGRAPHS BY CENTRAL PRESS, TOPICAL,



WITH GUNS DRAWN BY "DRAGONS" OR CATERPILLAR-WHEELED TRACTORS: 9TH FIELD BRIGADE OF ROYAL ARTILLERY PASSING THE KING (ON LEFT) AT THE SALUTE IN THE ALDERSHOT REVIEW.



NAMED BY THE KING "THE QUEEN MARY RESERVOIR": THE VAST NEW RESERVOIR AT LITTLETON, NEAR STAINES, WHICH ENSURES LONDON AGAINST WATER SHORTAGE, DURING THE INAUGURATION CEREMONY.



SET IN MOTION BY THE KING PRESSING A BUTTON: WATER FLOWING INTO THE NEW RESERVOIR AT LITTLETON, WHICH WILL HOLD 6,750,000,000 GALLONS AND WHEN FULL COULD ACCOMMODATE A FLEET OF BATTLE-SHIPS.



MARCHING PAST THE KING (SEEN SALUTING) WITH "EYES RIGHT": A SCOTTISH REGIMENT IN THE REVIEW ON LAFFAN'S PLAIN AT ALDERSHOT.



A BABY GIVES THE QUEEN A BOUQUET AT LALEHAM, WHILE THE KING (IN WHITE TOP HAT) LOOKS ON SMILINGLY: A CHARMING INCIDENT ON THE OCCASION OF THE RESERVOIR CEREMONY.

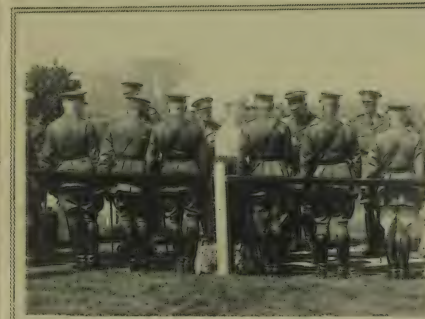


UNEARTHED, WITH HUGE BONES AND AN ELEPHANT'S TUSK, NEAR THE OUTLET TOWER DURING THE EXCAVATIONS FOR THE NEW RESERVOIR: THREE BRONZE AGE BURIAL-URNS OF 950-650 B.C. CONTAINING CREMATED REMAINS.

The King reviewed practically all the troops in the Aldershot Command on Laffan's Plain on June 10, and in the afternoon presented a guidon to the 1st Royal Dragons. The Queen watched the review from a flower-decked pavilion behind the saluting-base. An interesting feature was the 9th Field Brigade of Royal Artillery with guns drawn by caterpillar-wheeled tractors known as "dragons."—On June 13 his Majesty, who was again accompanied by the Queen, inaugurated the huge new reservoir at Littleton, near Staines. He pressed a button which set the pumps to work, and said: "I name this the Queen Mary Reservoir." It is four miles in circuit, 800 acres in area, and has a capacity of 6,750,000,000 gallons, enough to float a fleet of battle-ships and to supply London's 7,000,000 people with water for a month, thus removing fear of drought.—Since the outbreak of the recent troubles at Shanghai, a group of British ex-officers in civil employment there have formed a small corps of yeomanry to protect British and other residents. The

## OF THE WEEK RECORDED BY PHOTOGRAPHY.

C.N., SPORT AND GENERAL, AND KEYSTONE.



THE QUEEN AT THE ALDERSHOT REVIEW, WHICH SHE WATCHED FROM A PAVILION BEHIND THE SALUTING-BASE: HER MAJESTY CHATTING TO A GROUP OF OFFICERS.



LEADERS OF A SMALL YEOMANRY CORPS FORMED AT SHANGHAI TO DEFEND RESIDENTS AGAINST RIOTERS: BRITISH EX-OFFICERS IN CIVIL EMPLOYMENT, WITH THEIR PET MASCOT.



CRUSADERS IN MARLBOROUGH: A PICTURESQUE PROCESSION TO A HOSPITAL WHERE THE FOUNDATION-STONE OF NEW BUILDINGS WAS LAID BY THE GRAND MASTER OF THE ORDER.



THE KING PRESENTS A GUIDON TO THE 1ST ROYAL DRAGONS AFTER THE ALDERSHOT REVIEW: HIS MAJESTY (BESIDE THE DRUMS) MAKING A SPEECH.



WITH DECK-CHAIRS FOR STALLS: A PIONEER THEATRICAL EXPERIMENT DUE TO THE HEAT WAVE—THE PLAY, "MAKE YOUR FORTUNE," TRANSFERRED FROM BARNES THEATRE TO AN IMPROVED OPEN-AIR STAGE ON BARNES COMMON.



A MIGHTY ENGINEERING WORK IN EGYPT THAT DWARFS THE BUILDING OF THE PYRAMIDS: THE SENNAR DAM (THE LARGEST IN THE WORLD) ON THE BLUE NILE, SHOWING THE SYSTEM OF BREAKING THE FALL OF WATER.

corps includes a 4.5 howitzer battery, light horse, and infantry.—On the arrival of the heat wave, Mr. Philip Ridgeway had the happy idea of transferring his production, "Make Your Fortune," from the theatre at Barnes to the open air, and an improvised stage and auditorium, with deck-chairs for stalls, was hastily constructed on the Common.—Some 350 members of the Order of Crusaders attended service at St. Marylebone Church on June 14, and then marched in procession to the National Hospital for Diseases of the Heart, in Westmoreland Street, where the Grand Master, Colonel Walter Faber, laid the foundation-stone of new buildings.—The new Sennar Dam, on the Blue Nile, is part of an irrigation scheme for Egypt that will cost, it is said, £12,500,000. The construction of two other barrages was recently approved by the Egyptian Cabinet—one at Gebel Aulia, on the White Nile above Khartoum, and the other on the main stream at Nag Hamadi, below Luxor.



## BOOKS OF THE DAY.

JUST as "there are nine-and-forty ways of constructing tribal lays"—the mystic number seven times seven standing more or less for infinity—so there is unlimited variety in the portrayal of character in prose, but it falls roughly into three main divisions—biography, reminiscences, and fiction. This week we have to do with one example of each.

There is much biography, besides history and romance, hidden in the names of streets, and neglected by the indifferent wayfarer. Any time these thirty or forty years, it might have occurred to me to ask, for instance, why Downing Street and Downing College are so called; but I never did, and I am probably not alone in that omission. However, I have just read "THE GODFATHER OF DOWNING STREET. SIR GEORGE DOWNING, 1623-1684. AN ESSAY IN BIOGRAPHY," by John Beresford (Cobden-Sanderson; 15s. net), and I know now. Will it set a new fashion in titles, which are apt to run in periods of similarity, both in books and plays? And will Mr. Beresford henceforth specialise in topographical sponsors, like those artists who, having made a hit with a certain type of picture, paint nothing else for the rest of their lives? The field is wide. If we consider the number of streets in London alone named after people of more or less celebrity, the prospect opens up a vista which might well cause a Cockney to exclaim: "O my god-fathers!"

One may view with equanimity the arrival of a regiment of "god-fathers," if their careers are set forth as in this volume, with so much literary charm, historical knowledge, humour, and impartiality. Sir George himself, though politically interesting and important, was hardly a sympathetic or lovable person—most of his colleagues and contemporaries (including Samuel Pepys) disliked him, even when they admired him. Thus the appealing side of the book is due to his biographer. "I first made his acquaintance," writes Mr. Beresford, "at a Cabinet meeting in Lord Clarendon's bed-room at Worcester House in October, 1665. It is not affection to speak thus, for the vigour and brilliance of Clarendon's account made me feel as though I had myself witnessed all that happened on that occasion. After probing further . . . I came to the conclusion that Sir George Downing—sometime Cromwell's Scoutmaster-General, Ambassador at the Hague under both Cromwell and Charles II., Secretary to the Treasury, above all, unique personality—abundantly deserved a full-dress Biography."

The Scoutmaster-General, by the way, was not an anticipation of "B.P.," but head of the Secret Service, a post for which Downing had a natural aptitude. Before Cromwell's hawk-like eye for ability discovered him, he was "preacher to Colonel Okey's regiment," a kind of Army chaplain. He had then a sanctimonious turn of mind, with the prying disposition that often accompanies it, and he proved an admirable political detective. The fact that he held the same office under Charles II. (who knighted him) as under Cromwell indicates an affinity with the worthy Vicar of Bray. There was something of Judas in him, too, for in after years he betrayed his old leader, Colonel Okey, and two other regicides, to the scaffold. This was "the ugliest incident in his career." We learn of him also that he was a pushful person, thoroughly efficient, especially in finance and organisation, but mean and stingy in private money matters—to his mother in particular. He was always pressing for his salary (not that I blame him for that). "Whoever went unpaid, it would not be George Downing!" Out of the great wealth he amassed, he built part of the historic house now famous as "No. 10, Downing Street," the official residence of Premiers, and his grandson founded the Cambridge College that also bears his name. Mr. Beresford has discovered that the other part of "No. 10" (originally two houses) was built for the Earl of Litchfield and his wife, who was a natural daughter of Charles II. and Barbara Villiers, Duchess of Cleveland. Portraits of the Earl and Countess are given, besides an old print of Whitehall in 1677.

The materials for the book included State documents, the Clarendon and Thurloe papers, and many letters (some here printed for the first time), such as the Winthrop and Downing correspondence, for Sir George's mother was a Winthrop, sister to the first Governor of Massachusetts.

Sir George himself was born in Dublin, in 1623, but as a boy emigrated with his parents to America. In collecting his data, Mr. Beresford enjoyed the thrills of discovery. "Downing's Journal for the greater part of 1658," he writes, "I tracked down in a country house in Norfolk"; and, again: "As to the frontispiece portrait of Sir George Downing . . . I tracked it down to the possession of Mr. Frederick Winthrop, Groton House, Hamilton, Massachusetts . . . a direct descendant of Governor John Winthrop."

On the historical side Mr. Beresford breaks new ground in his chapters on the causes of the Dutch wars, and his vindication of the Merry Monarch—who, it seems, was not so merely "merry" as he has been painted. "The biographer of any individual Diplomatist or Statesman of the Restoration," we read, "is at present confronted with a difficulty which it is high time the history schools of the various Universities should remove. That difficulty arises from the simple fact that there is no adequate History of the Reign of Charles II. . . . I have therefore endeavoured to explain, in rather more detail than will, I think, be found

we turn, by an easy transition, to the reminiscences of a modern Parliamentarian, "WHAT I HAVE SEEN AND HEARD," by J. G. Swift MacNeill, with fourteen illustrations (Arrowsmith; 18s. net). His own interjection—"Send for Joe"—during a speech by Mr. Chamberlain, was very much in the style of "Scout, Scout!"

Whether there be a MacNeill Street in Dublin I know not, but the author would be an appropriate "godfather" of such a thoroughfare, for he has done much for Ireland, both as lawyer and politician. In the course of his long and vigorous career he has known countless people of distinction, and in this delightful volume he has set down his memories of a large number, with a wealth of personal detail, humour, and anecdote, mingled here and there with graver matters. He has not, however, exhausted his resources, for he says that the reader will search the index in vain for "many names of persons of note and interest with whom I have been acquainted." As it is, the index contains the respectable total of some 360 names. Possibly the omissions may make a second volume, and that is devoutly to be wished.

In turning from a book on a single career to a shorter one touching on 360 careers, one is struck, of course, by the change of scale. Mr. MacNeill has striven for compression, but within his compass he has hit off a wonderful variety of character-sketches (including his own) with vivacity and skill. The key to his own personality is given in the opening words: "The late Lord Fisher once said to me, after question time in the House of Commons: 'Mr. MacNeill, you are a damned good fighter! I wish to God I had had you with me in the Navy.'"

Mr. MacNeill's recollections range from 1853 to the present day, and in reading them one has the sensation of walking through a portrait gallery of legal and political celebrities with a well-informed companion who knew them all. The passages that impressed me as most interesting on the political side are those about Mr. Gladstone (in the vein almost of hero-worship), Mr. Chamberlain (especially his memorial tribute to John Bright), Lord Balfour, Parnell, and Sir Henry Campbell-Bannerman. In more personal matters there is deep interest in the story of Miss Lucy La Touche and Ruskin's unfortunate infatuation, and in that of Olive Schreiner, whose enthusiastic admiration for the genius of Cecil Rhodes changed to the abhorrence of his policy "expressed in her book, 'Trooper Peter Halkett of Mashonaland'—one of the most scathing denunciations of an individual in English literature." Mr. MacNeill throws new light on both those episodes. He also recalls the three incidents of his Parliamentary career on which he most prides himself—his protest against the cession of Heligoland, and his success in obtaining the disallowance of votes by interested parties and the abolition of flogging in the Navy.

In the department of fiction we are concerned here to some extent with "the Fourth Estate," for the hero of "ANTHONY DARE'S PROGRESS," by Archibald Marshall (Collins; 7s. 6d. net), appears at the outset as a gentleman connected with the Press. Later, he develops into a novelist, and—more important to the story—into a lover. The book typifies the trend of modern fiction towards a diffuse method that eclipses that of the old "three-decker," for it is a sequel to what may be regarded as two other "decks," namely, "The Education of Anthony Dare," and "Anthony Dare": very likely, for all we know, it will be followed by others that may go to constitute a four, five, or six decker. In other words, it is an example of serial fictitious biography, devoting any number of volumes to a single life, as distinct from the clan system of "The Forsyte Saga" or the Clayhanger group. At the same time, each story in the series is a separate entity, and in "Anthony Dare's Progress" the reader is only occasionally conscious that it is a sequel, through casual allusions to characters in its predecessors. The period is evidently pre-war, for there are references to "the new game of Bridge" and the possibility of marrying an Earl's daughter on £700 a year. The main interest turns on the question, as expressed by a Norfolk peasant, of "marrying out of your own spere." I can honestly say that I enjoyed the book, and shall look forward to meeting Anthony Dare again, and learning the result of his matrimonial adventure. Whether it was with the Earl's daughter or not, I refrain from divulging.

C. E. B.



ANCIENT GREEK DRAMA AT AN ENGLISH PUBLIC SCHOOL: THE "AGAMEMNON" OF ÆSCHYLUS IN THE FAMOUS OPEN-AIR GREEK THEATRE AT BRADFIELD COLLEGE.

Bradfield College, near Reading, has the distinction of possessing a Greek theatre of its own, picturesquely situated in the school grounds. The open-air Greek play is an annual institution. This year's performances of the "Agamemnon" of Æschylus were arranged for June 13, 18, and 20.—[Photograph by G.P.U.]

elsewhere in English, the various causes of those conflicts." He suggests elsewhere that "a great book has still to be written" on the causes of war in general.

Sir George Downing himself is important in political history from the fact that he "accomplished the virtual creation of the Treasury as the first Department of State." He also introduced paper money, and new methods of administration. Moreover, "from Downing and from Pepys descends that unique element in the English Constitution, the Permanent Civil Service." Incidentally, the book throws much light on Parliamentary procedure in the seventeenth century, and gives amusing evidence of the fact that "the humour of the House of Commons was of very much the same kind three centuries ago as it is to-day." Thus, a diarist records: "On May 25, 1657, in the course of a brief debate on the mode of procedure as to the formal presentation of 'the humble Petition and Advice' to the Protector: 'amidst this debate His Highness's carriages passed by, and Mr. Downing espied them, and said His Highness was passed by. Some called out, 'Scout, Scout!' and *allum risum*. The former debates fell asleep.'"

Here, between the first and second "acts" of this review, nearly three centuries "elapse," but we find the spirit of the House of Commons much the same when



# "RISING SUN" AND "CHIEF OF CHIEFS": THE PRINCE IN SOUTH AFRICA.

OFFICIAL PHOTOGRAPHS SUPPLIED BY TOPICAL AND C.N.



ACCEPTING A CHIEF'S GIFT BY TOUCHING IT: THE PRINCE AT UMTATA, IN GUARDS' UNIFORM FOR THE FIRST TIME BEFORE AFRICAN NATIVES.



STILL CARRYING HIS BOOTS AFTER A 200-MILE TRAMP TO SEE THE PRINCE: A TYPICAL NATIVE AT THE INDABA.



IN LOIN-CLOTH AND PLUMED CAP: THE MBONGO (OFFICIAL NATIVE POET) WHO CHANTED THE PRINCE'S PRAISES AT UMTATA.



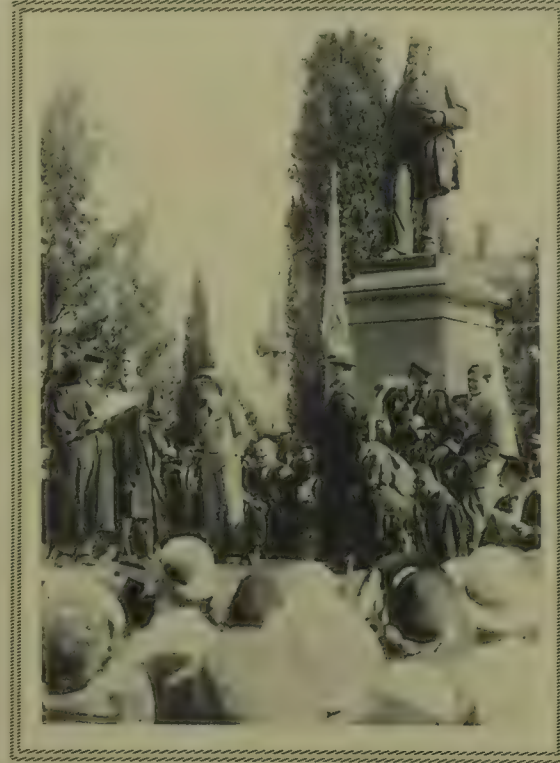
HEADING A COMMANDO OF 2000 BOERS, MANY OF WHOM FOUGHT IN THE SOUTH AFRICAN WAR: THE PRINCE (CENTRE) WITH THEIR LEADER, GENERAL CONROY (RIGHT), RIDING INTO BLOEMFONTEIN.



CARRIED THROUGHOUT THE TOUR IN THE WHITE TRAIN TO SUPPLY MILK FOR THE PRINCE'S PARTY: TWO FRIESLAND COWS—A HALT FOR MILKING AT JAGERSFONTEIN.



A TRIBUTE TO A FORMER FOE OF BRITAIN WHO AFTERWARDS HELPED TO BRING ABOUT SOUTH AFRICAN UNION: THE PRINCE AT THE GRAVE OF PRESIDENT STEYN.



RECEIVING THE DEGREE OF "MASTER OF CHARM AND GRACE OF THE UNIVERSITY OF THE UNIVERSE": THE PRINCE WITH BLOEMFONTEIN STUDENTS.



TAKING THE SALUTE OF THE GREAT BOER COMMANDO WHICH HE HAD LED INTO THE CITY: THE PRINCE WITH GENERAL CONROY.

At Umtata, on May 22, the Prince of Wales attended a great indaba of Transkei chiefs, and appeared, for the first time before African natives, in the scarlet uniform of Colonel of the Welsh Guards. Twenty thousand natives had gathered from Tembuland, Pondoland, and Ciqualand East, many having ridden and marched for several days to see him whom they called "Rising Sun." As the Prince mounted the platform, the *mbongo* (official native poet) chanted his praises and gave the signal to cheer, whereupon arose a roar of "Bayete! Bayete!" the Kaffirs' royal salutation. The Prince made a speech, and exchanged gifts with the chiefs. Their spokesman, addressing him as "Chief of Chiefs," said: "Since we have seen you, our father, there is not one of us but feels in his

heart that our god has descended from heaven and is among us to-day." After having travelled over 2000 miles in the Cape Province, the Prince entered the Orange Free State on May 23, and on the 25th reached the capital, Bloemfontein. At Hamilton station, a few miles away, he was met by a Boer commando of over 2000 riders (most of whom had fought against the British in the Boer War), led by General Conroy, a Nationalist M.P. and formerly a noted rebel. The Prince spoke to him in Afrikaans, and, on seeing the splendid horse reserved for his use, decided to head the long ride into the city, thereby winning all hearts. At the entrance to King's Park he reviewed the commando. The next day he laid a wreath on President Steyn's grave, two miles out in the veldt.



## FROM THE WORLD'S SCRAP-BOOK: NEW ITEMS OF TOPICAL INTEREST.

PHOTOGRAPHS BY E. KENTISH, G.P.A., THE "TIMES," TOPICAL, AND TULLY. DRAWING SUPPLIED BY MR. LAWRENCE HAWARD, CURATOR OF THE CITY ART GALLERY, MANCHESTER.



ONE OF MANY RELICS OF QUEEN ELIZABETH AT HATFIELD HOUSE, TO BE ON VIEW WHEN THE HATFIELD MASQUE IS GIVEN ON JUNE 25: HER GARDEN HAT.



ANOTHER YOUNG ARCHITECT'S SUCCESS FOR A GREAT PUBLIC BUILDING IN THE NORTH: MR. BERRY WEBBER'S WINNING DESIGN FOR THE NEW CITY ART GALLERY AT MANCHESTER, AWARDED THE FIRST PRIZE OF £500.



A "MASTER MIND" IN THE STACK MURDER: DR. SHAFIK MANSUR (HANDCUFFED), ONE OF THE EIGHT CONSPIRATORS SENTENCED TO DEATH IN CAIRO.



"TREASURE TROVE" AT SCAPA FLOW: BRINGING UP MESS-ROOM PLATE AND OTHER SOUVENIRS FROM A SALVED WAR-SHIP ENCRUSTED WITH MARINE GROWTHS.



A "MASTER MIND" IN THE STACK MURDER: MAHMUD ISMAIL (HANDCUFFED AND SMILING), ONE OF THE EIGHT CONDEMNED CONSPIRATORS.



WITH A SLEEPING DOG AMONG HIS AUDIENCE: MR. H. HAGUE, A SCULPTOR, DENOUNCING THE EPSTEIN PANEL IN AN ALL-DAY PHILIPPIC IN HYDE PARK.

In the Great Hall of the Old Palace at Hatfield (built in 1496) will be given, on June 26, Thomas Campion's masque, "Zephyrus and Flora," first produced at Whitehall in 1607 for the marriage of Lord Hayes. Many relics of Queen Elizabeth at Hatfield House, now the seat of the Marquess of Salisbury, will be on view to visitors on the day of the performance. Tickets may be obtained from the Masque secretary, Hatfield House, Herts.—The accepted design for the new Manchester City Art Gallery, like those of St. George's Hall and the Cathedral at Liverpool, is the work of a very young architect. The successful competitor at Manchester, awarded the prize of £500, is Mr. Berry Webber, A.R.I.B.A., who is only twenty-eight, and served in France for four years during the war. There were 107 designs submitted.—Eight of the nine prisoners charged with the



AN ANGLO-CATHOLIC PILGRIMAGE TO GLASTONBURY: THE PROCESSION OF CLERGY, IN ORNATE PRIESTLY VESTMENTS, FROM THE CHURCH TO THE ABBEY RUINS.

murder of Sir Lee Stack, the late Sirdar of the Egyptian Army, were sentenced to death in Cairo on June 7. During the trial it became clear that the master minds among the conspirators were Dr. Shafik Mansur (ex-Deputy, a member of the Wafd Committee, and at one time Zaghlul's candidate for the post of Director-General of Public Safety) and Mahmud Ismail, a Civil Servant. Both were among the condemned.—Mr. Homerville Hague, a sculptor and artist, stood all day near the Hudson Memorial in Hyde Park on June 15, denouncing Epstein's panel.—Three thousand West Country pilgrims met at Glastonbury on Sunday, June 13. The Bishop of Bath and Wells, who presided, wore for the first time a mitre of gold cloth presented by the laity. The pilgrimage was organised by the Guild of Servants of the Sanctuary and the English Church Union.



# GEMS FROM A GREAT ART COLLECTION: THE FORTHCOMING COOK SALE.

PHOTOGRAPHS BY COURTESY OF MESSRS. CHRISTIE, MANSON AND WOODS.



COMBINING ATTRIBUTES OF EROS, DIONYSOS, ARES, AND POSEIDON: A ROMAN STATUETTE (6½-IN. HIGH) OF A COMPOSITE GOD.



SUPPORTED BY APHRODITE, WITH TWO HOVERING VICTORIES: A GREEK MIRROR (15½-IN. HIGH) ON AN EBONISED PLINTH (END OF SIXTH CENTURY B.C.).



PERHAPS HELLENISTIC: AN ARCHAISTIC STATUETTE OF ATHENA (7½-IN. HIGH) ON A GREEN MARBLE PEDESTAL.



WITH SILVER EYES: A GREEK STATUETTE (4½-IN. HIGH) INSCRIBED "EUDAMIDAS, SON OF PERDIKKAS" (THIRD CENT. B.C.)



IN A 16TH-CENTURY ITALIAN GOLD FRAME: A GRÆCO-ROMAN ONYX CAMEO, WITH LAUREATED HEAD.



HERCULES WEARING A LION MASK: A ROMAN SARDONYX CAMEO (3½-IN. BY 3).



SAID TO HAVE BELONGED TO RUBENS: A GRÆCO-ROMAN VASE (7½-IN. HIGH) OF BROWN AGATE, WITH VINE LEAVES IN HIGH RELIEF.

An art sale of great importance and interest is announced to take place at Christie's on July 14, 15 and 16, being part of the celebrated collection formed by the late Sir Francis Cook, Bt., of Doughty House, Richmond. The portion now to be sold consists of Greek, Roman, and Etruscan antiquities, with antique and Renaissance gems. This part of the collection passed, on the death of Sir Francis, to his second son, the late Mr. Wyndham Cook, and, on his death in 1905, to his son, Mr. Humphrey W. Cook, the present owner. The catalogue says: "Sir Francis Cook appears to have kept no account of the sources of his purchases, but the greater part of the objects were acquired during the thirty

years prior to his death in 1901. The late Mr. Wyndham Cook added to the collection certain of the gems by purchases from the late Sir J. C. Robinson." The vase shown above (lower, right) "is traditionally said to have belonged to Rubens, and in Max Rooses' 'Rubens' (p. 407) it is stated that the painter between 1626 and 1628 received from Daniel Fourmont nine hundred florins on account of certain agates which Rubens had sent to the East Indies. In a letter dated December 18, 1634, Rubens refers to one of these agates as a vase, and in a letter dated August 16, 1635, he states that he had made a cast of it, with some difficulty on account of the high relief of the vine leaves surrounding it."





## THE WORLD OF SCIENCE.



### THE KENTISH PLOVER.

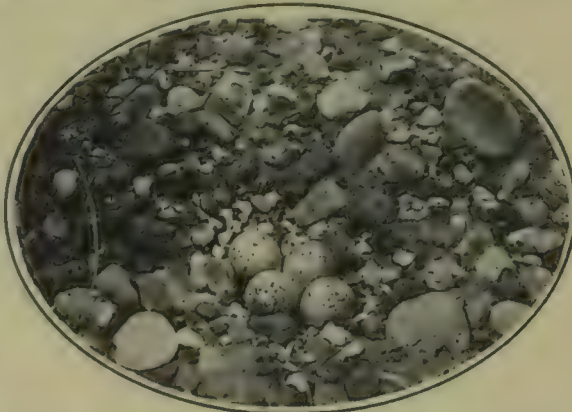
By W. P. Pyecraft, F.Z.S., Author of "The Infancy of Animals," "The Courtship of Animals," etc., etc.

I FEEL to-day like one who has just returned from some great voyage of discovery. Yet I have travelled no farther than the south-easternmost limit of the fair county of Kent! The exciting incidents of my travels were compassed by that small triangle of wonderful country whose base runs from Dymchurch, on the east, to Rye on the west. But in all England you shall not match it. For the most part it is a land of stones, or, to be quite precise, of shingle, reminiscent of the famous shingle beach of Aldeburgh, but vastly more interesting. Yet I think only a very enthusiastic ornithologist would brave its terrors, especially when the venture had to be made in such broiling sun as we have been blessed with during the last few days!

All that I have to tell was crowded into two unforgettable days! My first was spent exploring Denge Marsh and beach, in the neighbourhood of Dungeness. Here is a vast desert of shingle, enlivened by innumerable oases of vegetation. Here were great patches of red sedum, starred with white; exquisite masses of golden-yellow broom and gorse, crouching close to the ground to escape, so far as is possible, the awful and bleak winds that for the greater part of the year sweep over this area. Campion and fox-gloves and vipers-bugloss, grow in rich profusion everywhere. No garden in June could be gayer.

Through this strange and novel country, a narrow track of asphalt has been made for the coast-guard, for which I was indeed grateful. But presently one could no further travel on this highway. The car had to be left at a convenient siding, and the real work of exploration begun. I had to make for the "Pits"—two isolated "meres" of mysterious origin. Who would expect to find water—and fresh water!—in such a desert? I seemed to be

But for my guide, I might have searched these hundreds of acres for a week before finding it! But now there lay before me three delicately coloured, pale-greenish-grey eggs, marked with irregular lines



THE HOME OF ONE OF THE KENTISH PLOVER'S NEIGHBOURS: NEST AND EGGS OF THE RINGED PLOVER NEAR DUNGENESS.

"The Ringed Plover is distinguished from the Kentish Plover by its yellow legs and beak, black gorget, and black-and-white bands on the forehead. The 'nests' vary, in that some birds line a slight depression with pieces of shell."

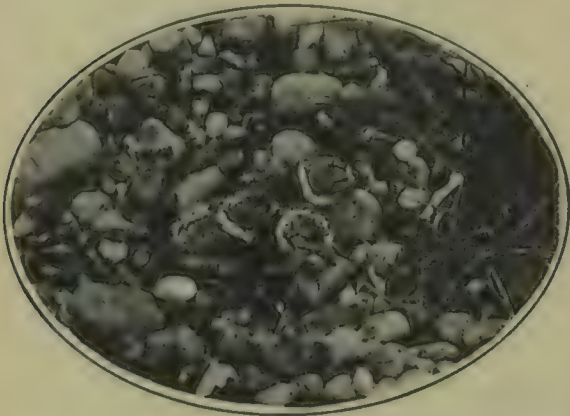
Copyright Photograph by A. H. Bishop.

and spots of black, in the centre of a small white campion. They were laid upon its stems, without any attempt at making a nest. Usually, as with all the plover-tribe, the small ends of the eggs lie to-

lacing lines at the larger end. Whatever their coloration, however, they harmonise, in a most wonderful way, with their surroundings.

This particular clutch was no exception to this rule. If one took one's eyes off it for a moment, an effort had to be made to find it again. A mere hollow in the shingle or sand generally suffices for a nest; but sometimes the hollow is lined with bits of lichen, twig, shell, or dead leaves. These eccentricities are all aids to concealment. From the ringed plover, which was also breeding here in considerable numbers, the Kentish plover may readily be distinguished, not only by its smaller size, but by having black legs and beak, instead of bright orange-yellow; it also lacks the black-and-white bars across the forehead, and the black gorget, which is represented only by an obscure blackish patch on each side of the base of the neck.

Why is it that in England this little bird is found only on shingle banks, while abroad it is found on sandy flats, sometimes far inland. Very, very rarely it has nested in Sussex. Why has it never bred on the great stretches of shingle which make up the beaches of Aldeburgh? On migration it may be found as far north as Aberdeen and as far south as the Scilly Islands; yet only on this little triangle of Kent will it return, year after year, to breed. And even here, so far as I can make out, it seems to favour the westernmost area of this triangle, where the great yellow horned-poppy takes the place of the foxglove, which grows so abundantly on the eastern side. Only the ceaseless vigilance of the "watchers" saves these few pairs of Kentish plovers from pillage by the egg-collector, who affects to be furthering the ends of science by amassing huge series of clutches for the sake of studying their "variations," and



HARMONISING WONDERFULLY WITH THEIR SURROUNDINGS IN COLORATION: DAY-OLD NESTLINGS OF THE RINGED PLOVER.

"Even in this photograph, the nestlings are not conspicuous, but in the open they can be found only by accident."

Copyright Photograph by A. H. Bishop.

walking for miles and miles, sinking up to the ankles at every step, in that dreadful shingle, with here and there a firm grip as one crossed a patch of grass or a carpet of sedums. At last, a great cloud of squealing black-headed gulls announced the end of the weary march. A few bushes, tall reeds, and great patches of glistening white cotton-grass stood out in striking contrast with the surrounding country. At one pit I found gulls only; at the other a few pairs of terns were also breeding.

I did not see all that I should have seen there, because I was not fortunate enough to secure the escort of the "watcher" who is the guardian of this avian paradise. He was with me on my second day, which I shall remember as long as I live. After a walk along the sea-shore of about a mile and a half, I struck inland, clambering up innumerable terraces, rising one above another, of loose shingle, a shallow trough lying between each. How I envied my escort the wooden boards, or "backstays," fastened by a strap round his boots! He walked serenely, while I panted after him. But what mattered—we were going to inspect the nest of the Kentish plover! And it was for this that I had gone out into the wilderness! Here only, in all England, is the breeding-place of this exquisite little bird.

As we approached the spot where its treasure lay, one of the pair strove to draw us away, by feigning some injury. It would flutter along, with tail bent down, then lie upon the ground and make play with its wings, as though they were broken, or, at any rate, quite incapable of flight. But this subterfuge was of no avail. Having watched these wiles for a few moments, we went straight to the "nest."



AN EXQUISITE LITTLE BIRD THAT BREEDS ONLY AT DUNGENESS: THE KENTISH PLOVER.

"The Kentish Plover, which breeds only on the shingle-banks of Dungeness, is there jealously guarded from raids by specially appointed watchers who are employed by the Royal Society for the Protection of Birds."

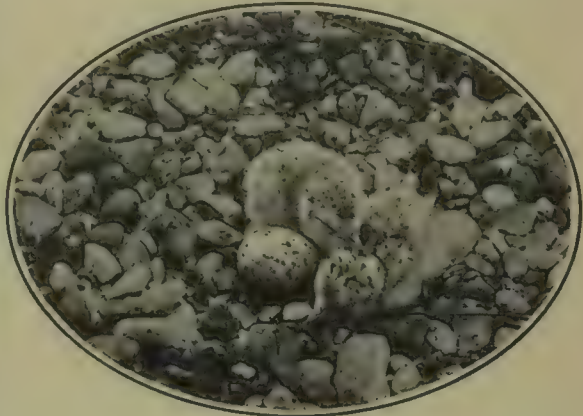
gether. But in this case the third egg lay "broad-side" on. Three is the normal size of the clutch, but as many as five have been found. Only once, however, I believe, has this number been noted. But this particular clutch was peculiar, not merely



NEAR A PATCH OF SEDUM: NEST AND EGGS OF THE COMMON TERN.

The Common Tern builds a slight nest on the shingle, of dead grass stems and small twigs.

in the manner in which the eggs were disposed, but also in their colouring; since they were somewhat paler than the typical eggs of this species. They vary, however, in this particular, from a yellowish stone colour to deep olive and greenish-brown, while the markings may be restricted to a number of inter-



LAIID AND HATCHED ON THE BARE SHINGLE WITHOUT A NEST: AN EGG AND TWO YOUNG OF THE LESSER TERN.

The Lesser Tern builds no nest, differing in this respect from the Common Tern.

Copyright Photograph by A. H. Bishop.

what changes in coloration result from robbing the same bird repeatedly of her eggs!

But these are, unfortunately, not the only "egg-stealers." The black-headed gulls are fast becoming a menace to the ringed plovers and terns breeding in this area. I saw two nests of the common tern on the occasion of my visit, and two nests, the watcher told me, had been robbed that very day by these birds, which, thanks to protection, are rapidly extending their breeding-range. On the two "meres" to which I have referred, several hundred pairs are breeding, and they drive off all sorts of interesting birds that would otherwise breed there. These include a pair of black-necked grebes, which last year made the attempt, as well as several species of ducks.

There can be no doubt that some sort of control must be kept over aggressive species like the gulls, which all round our coasts have enormously increased. I myself have seen appalling ravages made by the black-backed and herring gulls among the breeding colonies of guillemots and razor-bills. In the course of the season they destroy both eggs and young in thousands. Vast numbers of the eggs of the black-headed gulls are sold every year as "plovers' eggs." It might be well to allow their use for this purpose; at any rate, till the species is brought within reasonable limits. It is certain that the Kentish plovers and terns of Dungeness will soon be within measurable limits of extermination if the black-headed gulls are allowed to retain unmolested occupation of the two "meres" of which they have taken possession. This is a matter which must be seriously considered at once.



# FIGHTING WATERLOO "O'ER AGAIN": THE ALDERSHOT TATTOO.

PHOTOGRAPHS BY SPORT AND GENERAL AND C.N.



AN UNWONTED SIGHT ON THE RUSHMOOR ROAD, NEAR ALDERSHOT: TROOPS ON THE MARCH IN THE UNIFORMS OF 1815.



PROBABLY THE TINIEST BOY IN THE BRITISH ARMY: A DIMINUTIVE DRUMMER WHO SOUNDS THE ALARM, WITH AN OFFICER, IN WATERLOO UNIFORMS.



THE MOST THRILLING MOMENT OF A DRAMATIC MILITARY SPECTACLE, "WATERLOO, 1815," IN THE SEARCHLIGHT TATTOO AT ALDERSHOT: A BRITISH SQUARE, WITH ITS COLOURS IN THE CENTRE, RESISTING THE FIERY CHARGES OF FRENCH CUIRASSIERS.



WITH ARMS PILED AND GUARDS MOUNTED ACCORDING TO OLD-TIME DRILL AND CEREMONY: A BRITISH BIVOUAC BEFORE THE ALARM IS SOUNDED AND THE BATTALION FORMS SQUARE TO RESIST FRENCH CAVALRY.



IN THE PICTURESQUE UNIFORMS OF 1815, WHEN VOLLEYS WERE EXCHANGED AT A RANGE OF FIFTY YARDS: THE "CONNAUGHT RANGERS" MARCHING INTO THE "WATERLOO" ARENA AT ALDERSHOT.

The principal feature of the great Searchlight Tattoo, which it was arranged to present at Aldershot on five successive evenings (June 15 to 20), on behalf of military charities in the Aldershot Command, was a dramatic spectacle entitled "Waterloo, 1815," reproducing incidents in the battle. The troops taking part wore the uniforms—British and French—of the period, and rehearsals were held beforehand. The dress, drill, and discipline in the "French" forces were in charge of two French officers, Captain Lagatinerie and Captain Franchet d'Esperey. In the Waterloo episode a British battalion bivouacs for the night, when French musketry is heard, and men drop in the British lines. The alarm is sounded by a diminutive drummer, probably the smallest boy in the British Army. The

British force advances towards the woods, but is brought to a halt by the sound of approaching cavalry. The battalion forms square, with the colours and the band in the centre, and drums beating. The "French" Cuirassiers charge repeatedly at the square, with drawn sabres, and capture a gun after "killing" the gunners, but eventually retire in disorder, having failed in the attempt to break the British square. Then the battalion, leaving its "casualties" to be picked up by a farm cart used as an ambulance, advances to meet "French" infantry, and volleys are exchanged at fifty yards. The searchlights are then temporarily switched off, and the inevitable bayonet fight, a realistic representation of which would be too risky, is left to the imagination.



# PERSONAL PORTRAITS—BY WALTER TITTLE. MR. ALFRED NOYES.

TO one unfamiliar with England the reading of Dickens suggests that it is eminently the land of food and drink. "A meal and a glass to every page," is an expression that I have heard applied. As a growing child of ravenous appetite, I gloried in this abundance of cosy collations where roast beef was the brawny hero and the heroine foaming ale or bitter beer, and was sure that England would suit me as the "eatin'est" country—to revert to my slang of that period—on this terrestrial globe. In later experience, my growth being achieved and the consequent insatiate condition abated, I found myself unequal to the heavy fare that chill Albion demands. "Roast Beef of Old England" is more attractive to me as a bit of melody than as a constantly recurrent viand.

So, if one chooses to deduct a gastronomic obsession from the writings of the great novelist, I fear that these humble essays will betray in their creator one almost equally strong founded upon Britain's justly famed climate. Allusions to it just will creep in. Suffice it to say in amends, however, that I love the country so well that I consider it a privilege to nibble at the gargantuan joints and battle with the elements for the joy of the multiplicity of compensations that the place affords.

I now feel at liberty to divulge the fact that it was a shockingly inclement night when Walter Jerrold and I fared forth from my club in quest of No. 85, Cadogan Gardens. So violent was the down-pour that it leaked through the top of our taxi, and we sat in strained attitudes in our fruitless efforts to dodge the drops. With some delay and difficulty our driver finally discerned the desired number, and the cheery comfort of Mr. Alfred Noyes's flat was most grateful.

I found our host tall, of broad, athletic build, his face suggesting the capable man of business rather than the poet. His jolly manner and merry eyes added warmth to the welcome shelter of his house. Having disposed of our coats, we proceeded to the drawing-room, where Mrs. Noyes awaited us. She was rather small, of bright blonde colour, and exceedingly pretty. Nor did her attractiveness stop here, for during the excellent dinner (not of the "Roast Beef of Old England" type) her animated conversation and pleasant humour added much to the prevailing gaiety of the occasion. It developed that she is an American, and we had the pleasant experience of discovering some friends in common. Mr. Noyes's activities at

literary work the completion of which his duties in America had retarded.

Jerrold, an inveterate and skilful punster, was irrepressibly prolific on this occasion, and, though we applied the conventional discouragement of derisive groans, he was only spurred on to outdo himself, and finally emerged a complete victor with two double ones that were veritable masterpieces. So in merriment the meal was concluded, and we retired from the table to see our host's collection of autographed books. Most interesting they were, as well as the discussion that attended their examination. Some had inscriptions of a personal nature that rivalled in interest the contents of the volumes.

A number of paintings next claimed our attention. One was a portrait of Mrs. Noyes by Claude Shepperson, and in the same room were some marines of much beauty. An aquarelle by Charles Sims, an allegorical figure-group, demonstrated that artist's remarkable skill in this medium. Most important of all was a painting that Mr. Noyes thought to be a copy of Sir Joshua Reynolds's portrait of Goldsmith; but from its richness and excellence I was inclined to credit it as a replica from the hand of the

master himself. Its owner was not in possession of the history of the canvas; to me it was a case meriting careful investigation.

Later in the evening, as I made a sketch, he and Jerrold discussed a biography of the poet that our irrepressible punster had in hand. The talk then turned to an anthology of living poets proceeding from the same source; but the author of these works, exuberant small boy that he is, could not be serious for long on this occasion. Several puns appeared again, and his levity found quick response from my sitter. The latest product of a famous contemporary bard became the target for their excess of spirits, and they vied with each other in finding passages from it to blast with their ridicule. It was a pretty bad poem, and the whole idea of it was worse; great was the amusement afforded me when they turned from criticism to burlesque. First one added an imaginary stanza to the poem, followed quickly by the other, the rhythm of the original being carefully preserved, with a result that was laughable in the extreme. "It's easy," said Mr. Noyes, "we could keep it up all night!" And the night was quite advanced before our delightful party came to an end. I can look back upon it as one of the most pleasant I spent in London.

WALTER TITTLE.



WALTER TITTLE'S PORTRAIT OF A WELL-KNOWN POET: MR. ALFRED NOYES.

Princeton had afforded her considerable recent contact with the land of her birth. At the time of our meeting he was clearing off an accumulation of

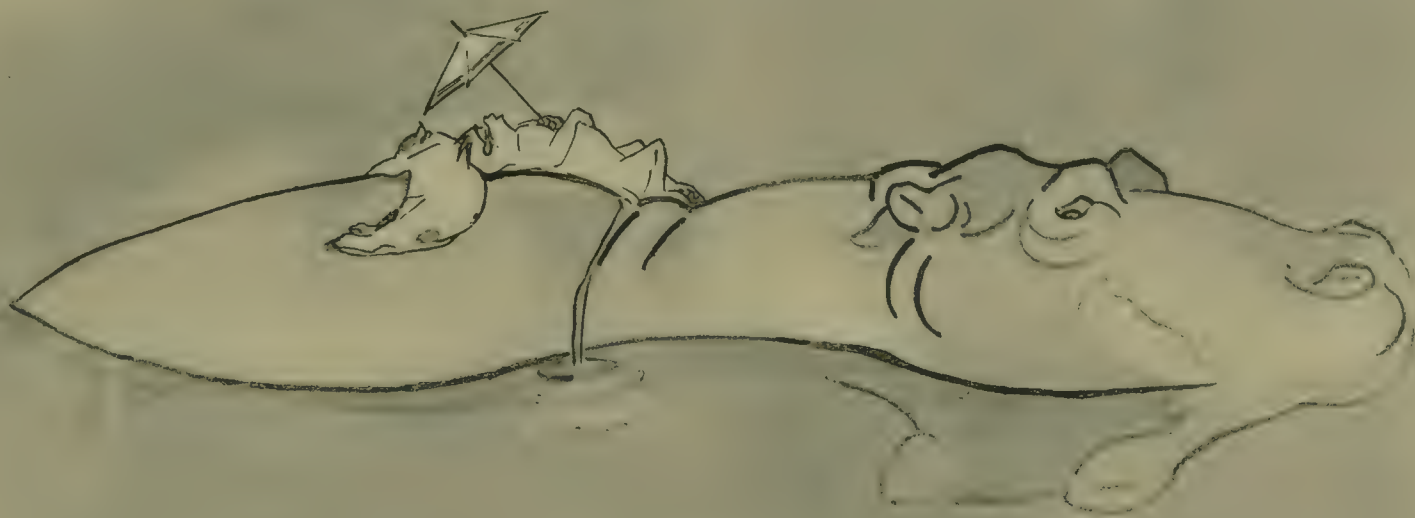


AN ENGLISH POET'S AMERICAN WIFE: MRS. ALFRED NOYES—THE FIRST PHOTOGRAPH OF HER "EVER PUBLISHED."



## BLINX AND BUNDA: A TOUR ROUND THE "ZOO."—No. XV.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD.



### BLINX AND BUNDA KEEPING COOL DURING THE HEAT WAVE: THE HIPPOPOTAMUS AND THE PARASOL.

Blinx and Bunda, having become acclimatised to a different kind of English summer, found the heat wave rather trying. With their accustomed resource, however, they discovered a cool spot on the back of a Hippo basking in the water, and Bunda had the foresight to beg, borrow, or otherwise acquire one

of the paper parasols on sale outside the Gardens. What happened when the Hippo took it into his head to submerge, history does not relate. At any rate, in that event, we may reasonably conclude that our friends would find it cooler still.—[Drawing Copyrighted in the United States and Canada.]



## FISH WINGED, TRANSPARENT, BLIND, LUMINOUS, OR DISTENSIBLE:

EXCLUSIVE TO "THE

## STRANGE OCEAN ORGANISMS NETTED BY THE "ARCTURUS."

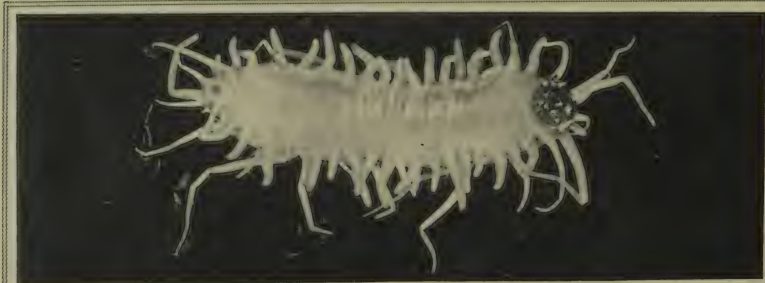
ILLUSTRATED LONDON NEWS."



PALE-BLUE SNAILS WHICH HAVE LOST THEIR SHELLS AND DEVELOPED WATER WINGS FOR FLOATING ON THE SURFACE: CURIOSITIES OF OCEAN LIFE.



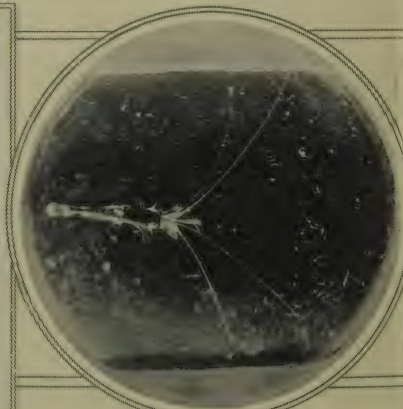
ABLE TO FLY THROUGH THE WATER BY FLAPPING A PAIR OF FLESHY WINGS: A SEA-SLUG BROUGHT ABOARD THE "ARCTURUS."



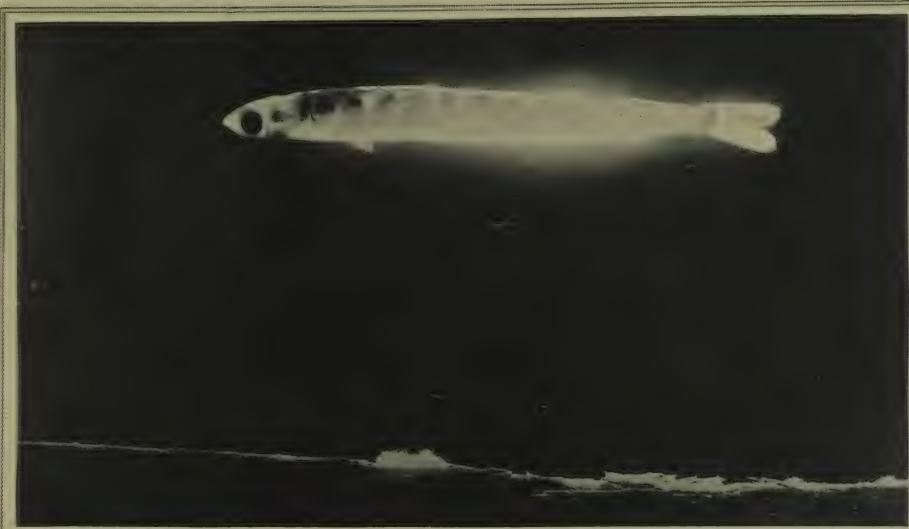
A DWELLER IN THE DEPTHS WHERE THE TEMPERATURE IS CONSTANTLY NEAR THE FREEZING POINT: A TEN-TACLED "SEA-CUCUMBER," ONE OF THE MOST EXTRAORDINARY ORGANISMS DREDGED UP FROM THE DEEP SEA BY THE "ARCTURUS," BY MEANS OF AN OTTER TRAWL (ILLUSTRATED ON PAGE 1220).



AS THIN AS PAPER AND AS TRANSPARENT AS GLASS: A CURIOUS "GHOST" CRUSTACEAN, ONE OF THE SPECIMENS CAUGHT BY THE "ARCTURUS."



BLIND, BUT POSSESSING ENORMOUSLY LONG FEELERS TO FIND HIS WAY ABOUT AT A DEPTH OF TWO MILES: A DEEP-SEA SHRIMP.



PHOTOGRAPHED BY ITS OWN LIGHT! A LUMINOUS FISH FROM THE DEPTHS OF THE OCEAN—ONE OF THE MANY REMARKABLE CREATURES DREDGED UP BY THE "ARCTURUS" DURING A SCIENTIFIC VOYAGE OF DISCOVERY IN THE ATLANTIC AND THE PACIFIC.



PROVIDED WITH AN IMMENSE MOUTH AND AN ENORMOUSLY DISTENSIBLE STOMACH CAPABLE OF ACCOMMODATING PREY LARGER THAN ITSELF! A HITHERTO UNKNOWN SPECIES OF DEEP-SEA FISH—PERHAPS THE MOST EXTRAORDINARY SPECIMEN CAPTURED BY THE "ARCTURUS."

These remarkable sea creatures—some of them quite new to science—were dredged up from various depths by the crew of the "Arcturus," the ship carrying the New York Zoological Society's new expedition to the Sargasso Sea, the Galapagos Islands, and the Humboldt Current. An article by the leader of the expedition, Professor William Beebe, a well-known American naturalist, appears on page 1220 of this number in accordance with our special arrangement for him to supply this paper with a series of articles and photographs describing and illustrating the results of the voyage. The Sargasso Sea, it may be recalled, is a vast and fluctuating expanse of weed in mid-Atlantic, and has long been identified by tradition with the "lost Atlantis." It is also known as "the

ocean graveyard" and "the port of missing ships." Professor Beebe's first instalment appeared in our issue of March 7, and further photographs in that of April 11, among them portraits of the scientific staff aboard the "Arcturus"—fourteen in all, and five of whom are women. The present article by Professor Beebe was written at Panama, for the ship went through the canal into the Pacific, but is expected to return to the Sargasso Sea in July. "The life of the deep sea," he writes, "that most mysterious and least-known region of the globe, is a study that presents to the scientist more obstacles, and more marvels, than any other branch of zoology. And it was primarily for this investigation that the 'Arcturus' was fitted out."



## DEEP-SEA TRAWLING IN "LOST ATLANTIS"

A SCIENTIFIC EXPEDITION TO THE SARGASSO SEA, THE GALAPAGOS ISLANDS, AND THE HUMBOLDT CURRENT.

By PROFESSOR WILLIAM BEEBE, Leader of the Expedition, and Author of "Galapagos, World's End," etc.

We have arranged with Professor William Beebe to supply a special series of articles and photographs describing and illustrating the New York Zoological Society's Expedition, in the "Arcturus," to the Sargasso Sea and the Galapagos Islands, and the survey of the Humboldt Current. His first illus-

We pursued a will-o'-the-wisp amid February gales that had torn apart and widely scattered the nomad vegetation. Several times our hopes were excited by big patches of yellow-brown weed undulating over the rollers as far as we could see in any direction. But such islands were far apart and never drew together into the vast fields of our anticipations. Again we would encounter lines of weed, streaming across the water in long, thin fingers that beckoned us exasperatingly toward accumulations that failed to materialise. Sometimes these lines continued almost uninterrupted for four or five miles.

The Portuguese name for the Sargasso may be translated as the Sea of Little Grapes, so called because of the myriad tiny floaters, miniature gas balloons, that look like the fruit of this wandering herbage, and that keep it at the surface for indeterminate but very long periods. Though we found no broad marine vineyards, we scooped up hundreds of tubfuls from the scattered pieces and studied the busy life of the creatures whose world is bounded by the fronds that drift ceaselessly to and fro.

There were tiny shrimps and crabs, wee pelagic anemones, strange naked molluscs waving limply to the impetus of every passing ripple, many-legged worms that superficially resemble yellow millipedes, little goose-barnacles industriously kicking their microscopic food into their diminutive mouths, and dozens of other animals, each one marvellously adapted for this specialised existence in mid-ocean and each so perfectly imitative of the colours and forms of his floating

of wind and waves to tear it apart. In an aquarium this little fish is a fascinating and a comic study, for he assumes a score of utterly unfishlike poses in as many minutes, swinging from frond to frond, hanging upside down, and generally giving a piscine imitation of a monkey in a jungle.

In spite of adverse weather, when for day after day the ship wallowed and rolled in big seas, we made a fairly complete examination of the fauna of the weed, and determined to come back to these latitudes in the summer, when the absence of storms permits the Sargassum to collect in acre-wide patches. The study of the surface life was, however, only one of our objects. The life of the deep sea, that most mysterious and least-known region of the globe, is a study that presents to the scientist more obstacles, and more marvels, than any other branch of zoology. And it was primarily for this investigation that the *Arcturus* was fitted out.

The history of the study of deep-sea fauna is a curious one. The existence of an abyssal fauna was not guessed until about sixty-five years ago. There is nothing very surprising in this; it was taken for granted that no creatures could exist in a region without the light or warmth of the sun, two agents without which life was presumed to be impossible. It was also known that at a mile depth the pressure of the water amounted to a ton to the square inch, and what conceivable animal could withstand that? Granting such premises, it is not to be wondered at that no one undertook difficult researches which, they were quite sure, must be useless.

But in 1861 a cable in the Mediterranean, laid at a depth of more than 6000 feet, broke, and when it was recovered to be repaired it was found to be encrusted with living creatures. Fortunately, some of the pieces of cable were sent to a scientist, who found the animals to be new species.

That gave the initial impulse to the organisation of oceanographic expeditions, and the wonderful results achieved by scientists of every nation, on such ships as the *Blake*, the *Challenger*, the *Talisman*, and the *Albatross*, and the lifelong devotion of the Prince of Monaco to this branch of science, are perpetuated in hundreds of publications which,

(Continued on page 1246.)



"SNARLED" MYSTERIOUSLY AT A DEPTH OF TWO MILES: "A HUGE, SPRAWLING KNOT OF VALUABLE CABLE" APPEARS, WHICH, BUT FOR PROMPT STOPPAGE OF THE ENGINES, WOULD HAVE RUINED THE MACHINERY.

trated article appeared in our issue of March 7, and further photographs in that of April 11. Here follows another instalment of his remarkably interesting record, dated on board the "Arcturus" at Panama on March 28 last. Additional photographs are given on pages 1218-19.

THE Sargasso Sea has always been one of the most appealingly romantic subjects in the world. It may be classed with El Dorado, Prester John's kingdom, and Lotus Land as a place concerning which fertile brains have weaved wild legends. So many conflicting reports, even in modern times, have been made on this Atlantic region that it is hard to know what to believe.

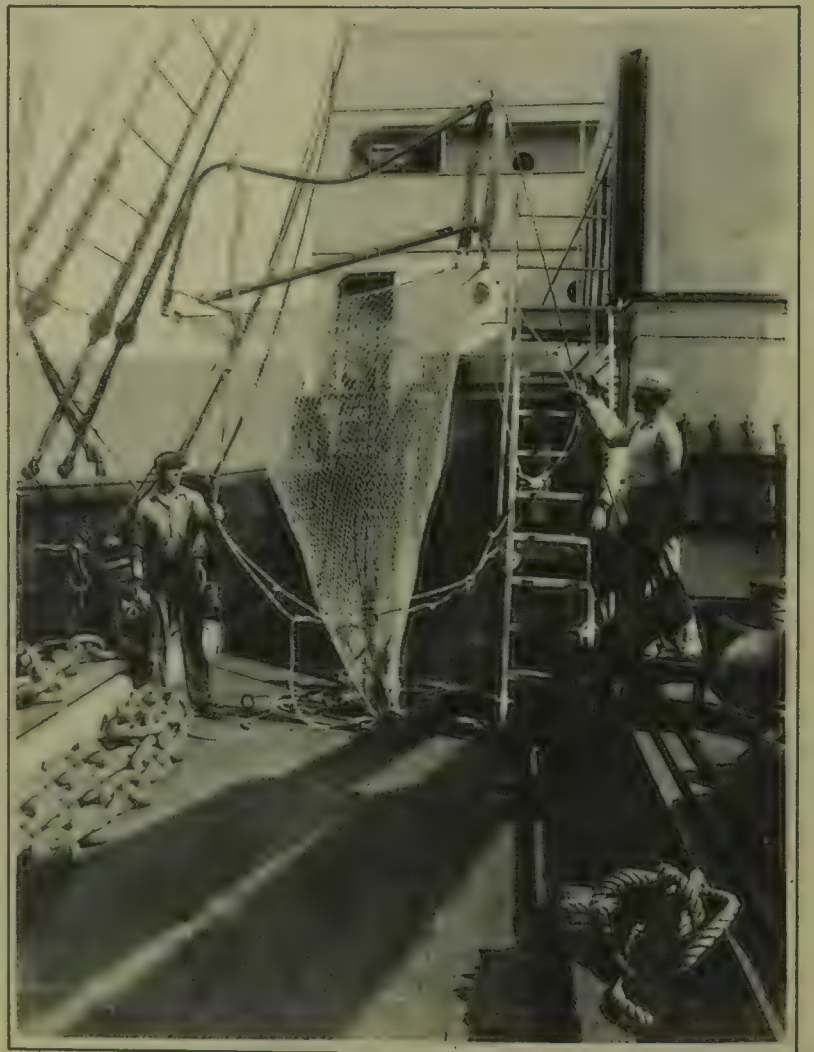
When the *Arcturus* left New York on the first oceanographic expedition of the New York Zoological Society, one of the objects of the voyage was to establish something definite concerning this "dead spot in old ocean," where great quantities of rootless weed are said to circle slowly in a sluggish vortex, halfway between America and Africa. If it seems a pity to the romanticist that a cold-blooded scientific expedition should undertake so sceptical a quest, let him not mourn too soon. The project may appear as regretfully prosaic as sending a Government meteorologist to make a weather report on weather conditions at the back of the north wind, but so far we are in no position to disprove the existence of the Port of Missing Ships.

For nearly a month our ship wallowed in the long surges of mid-Atlantic, while we sought that area that has been described by a veracious French scientist as "une vaste prairie flottante," but it always eluded us. The fact of the matter is that the tricky currents swirling in leisurely fashion between the Gulf Stream and the Equatorial Current perform sleight of hand with the Sargassum weed, which indubitably exists in huge quantities; but only at certain propitious seasons do these quantities collect into the floating meadows that have been seen by trustworthy observers.

jungle home that the sharpest eye might pass him over.

A kittiwake that flew aboard the *Arcturus* one windy day in the Sargasso had been feeding exclusively on these little shrimps and crabs, perfect vision and unerring aim enabling the bird to swoop and pluck out on the wing the succulent morsels from the tangle of surrounding weed.

Now and then some of the Sargassum was matted into a compact cluster, resisting a fairly stout pull. This was the work of *Antennarius*, the little Sargasso fish, one of the most interesting and amusing denizens of the sea. Like all the creatures that make the weed their shelter, he receives the maximum of protection from imitating the colours and shapes of his refuge. His body is irregularly blotched with yellow, brown, and white, and each finray is produced into a filament very like a finger, which serves the double purpose of resembling the weed-fronds, and of enabling him to cling to and to creep about among the vegetation of which he seems to be a part. The female deposits her eggs in the weed, climbing through and about the chosen piece. The eggs are enclosed in a tough gelatinous string, and by the time several hundred eggs are laid the bit of weed is tied into a firm bunch, able to resist the attempts



"EVERY INCH OF THE TRAWL MUST BE CAREFULLY LOOKED OVER, FOR SOME OF THE MOST EXTRAORDINARY CREATURES ARE VERY SMALL AND ALMOST TRANSPARENT": A 6-FT. DREDGE USED FOR A THREE-MILE DROP TO THE ATLANTIC BOTTOM.

Photographs Exclusive to "The Illustrated London News."



THE SUMMER SEASON:  
The Social Round in Town and Country.



THE LONDONER ON THE RIVER.

Specially Painted for "The Illustrated London News," by C. E. Turner. (Copyrighted.)



# "WINDOWS" LOOKING ON ASCOT: ANAGLYPHS TO BE SEEN IN RELIEF



THE START OF A RACE AT ASCOT. THE JOCKEYS ARE SEEN IN RELIEF.

UL GRADATIONS OF RELIEF: A TYPICAL CROWD

rough when you look upon the world," so these excellent Anaglyphs might be described as "magic casements" opening on the course at Ascot. The illusion of a window effect is the more complete as the relief (shown through the viewing-mask) does not stand out in front of the page, but apparently recedes through it into the distance. The effect is remarkable.

of any Ascot meeting. (Those of our readers who have obtained one by filling up the coupon on this issue, and sending it with postage stamps to the value of 2½d. (Foreign), addressed to "The Illustrated London News," will receive one free of charge.)





## THE ENTRY INTO SOCIETY: A YOUNG GIRL'S FIRST SEASON.

WHEN a girl came out in pre-war days she embarked on a remarkable adventure, for she stepped from a closely guarded schoolroom existence into the arena of social life with little or no preparation for the sudden change. Her hair went up, her skirts were lengthened, and she was transformed at a moment's notice from a child into a young woman. Now there is no such sudden transition, for the girl in her 'teens is no longer kept apart from all grown-up activities and pleasures, but is allowed to mix freely with her parents' friends during the holidays. She has, therefore, acquired a good deal of social poise and *aplomb* before she actually comes out—a fact which makes a *débutante's* first season far more pleasurable to her than it used to be, and allows her really to enjoy the freedom which young girls are now allowed. Gone are the days when it was agony for a first season Miss to sit between two strangers at dinner, because she had no social small talk and no confidence in herself.

Fashion, of course, has a great deal to do with this new type of self-confident "bud." When hair had to be elaborately dressed, and when the art of managing long skirts was a necessity for all elegant women, the joys of a social *début* were darkened by the terrible struggle to look really "grown-up" when one suspected that a tail of hair might be hanging from one's chignon, or the horrid fear that hairpins might fall from one's coiffure on to the dinner table was an ever-present skeleton at the feast. The *débutante* of 1925 has hardly had to alter her style of coiffure, for if she be shingled or bobbed there is no possible change to be made; while, if she has long tresses, they are merely coiled very tightly on the nape of the neck—an art which may be quickly learnt. Her dresses, too, are similar in cut to those which she has always worn, for the slim, straight gown is the modish uniform for every woman, whether her age be fourteen, twenty-four, or forty.

The London Season, however, does remain a big adventure for the *débutante*. It offers a crowded three months of social engagements; the possibility of making either the best or the worst kind of friends; and of gaining a social reputation for charm, good manners, and elegance—or the reverse. A girl is launched by her parents, and introduced by them to suitable friends, but the ever-increasing size of what is known as London Society renders it impossible for even the most careful mother (and the fashion for careful mothers has come back this season) to supervise every acquaintance made by her girl—so the responsibility of choosing her intimates rests largely on the *débutante* herself. Wise parents often allow their daughters to "feel their feet" at hunt balls or dances in their own county during the winter preceding their first season, so that they may make their entry into London society with a nucleus of "dancing partners"; but this is not always possible, and a number of *débutantes* go to their first ball with a very small

number of well-known possible partners in view. Introductions, however, have come back to favour, and, since hostesses nearly always invite their friends to bring parties to balls, girls soon meet numbers of young men and form their own little circle.

The actual Presentation at Court is usually considered one of the most important events in a first season, but it is not probably one of the most enjoyable functions for a young girl. The splendid pageantry of Buckingham Palace, the long wait before making one's curtsy, and the actual passing before their Majesties make up an impressive rather than an exciting evening, and, in spite of practice beforehand, the curtsy is an alarming moment, even for the modern

followed by a ball, for it is quite usual during these months of intensive social activity to go and dance after having been presented at Buckingham Palace.

The *débutante's* day is certainly a full one during the season. She is not usually expected to be an early riser, but duties such as helping her mother to write notes, fitting the many dresses which she requires to carry her through the weeks of gaiety, and telephoning to issue or to reply to engagements fill up her morning thoroughly and carry her on to lunch time—when there is usually a party, in most cases an entirely feminine one, to be attended.

In pre-war days the afternoon engagements of a London Season were not exactly of a kind to appeal to a young girl, since a round of

"at homes," and an endless amount of card-leaving was the routine occupation. It is true that this season has seen a considerable revival of afternoon "at homes" and musical parties, but girls are not now expected invariably to accompany their mothers on the round of receptions, and, since the burden of leaving cards is no longer so serious and heavy a responsibility as it once was, the *débutante* is free to go and play lawn tennis, or watch the polo at Ranelagh and Hurlingham, instead of spending an entirely indoors afternoon with her mother. The fact that many young girls possess small cars of their own renders their sporting activities much easier than they used to be, as it is possible for them to make up parties to play lawn tennis at clubs near town and to find their own way there and back.

The important polo matches are always impressive social fixtures, and Ranelagh, Hurlingham, and Roehampton are invariably attended frequently by girls in their first season—this year the polo matches being of special interest owing to the visiting U.S.A. Army team and the Maharajah of Jodhpur's Indian team.

To continue with daytime engagements, Ascot, Goodwood, and Cowes are the three most important out-of-doors gatherings—each of which offers special attractions. Ascot week is the apex of the London Season, while Goodwood and Cowes are its delightful closing fixtures. The famous Ascot meeting is probably the most "exciting" event in the first season diary, as not only is it a gorgeous pageant, and an opportunity of wearing one's prettiest dresses, but it occurs in mid-June, when a young girl has "found her feet" in London Society, and has probably collected her little coterie of admirers—young men who will make her bets for her, invite her to lunch or tea in their club tents, and advise her which horses to back. The pre-war

*débutante* suffered from being too carefully looked after in many ways, and Ascot sometimes represented the apex of her difficulties. She was usually told that she must not lose her parents, and was seldom allowed to lunch alone with any man, even at this meeting, so her activities were much curtailed. This year's *débutante* may wander away

[Continued on page 1225.]



LONDON SOCIETY'S FAMOUS "COUNTRY CLUB": THE LAKE AT RANELAGH.

Ranelagh ranks high as a London Season playground, for not only is it the scene of many important polo matches, but it is much frequented by lawn-tennis and golf enthusiasts, and dinner-parties are often given there in the height of the Season. The lake shown in our photograph is one of the pieces of ornamental water. These serve many purposes, as they add beauty to the grounds and offer a cool retreat for those who like rowing on a warm summer's day, and are also hazards for the golf-course. This year, in addition to the usual Ranelagh fixtures, the horse and pony show, the "children's day," etc., whippet-racing took place there one day, and much interest was roused by the sight of this North Country sport, so seldom indulged in in the South.

Photograph by C.N.

girl. To achieve grace in a short dress, provided only with a very meagre train, is actually a more difficult feat than to make a slow, stately reverence in a voluminous "heavyweight" satin which drapes richly as one sinks toward the floor. Her first Court, however, is an event which lives in the mind of every woman, and nowadays the stately event may be



# A "PARASOL" ASCOT: THE ROYAL MEETING OPENS WITH A ROYAL WIN.

PHOTOGRAPHS BY CENTRAL PRESS AND THE "TIMES."



ON THE OPENING DAY AT ASCOT, WHEN THE KING'S HORSE, ALOYSIA, WON THE QUEEN MARY STAKES: THEIR MAJESTIES (CENTRE BACKGROUND) IN THE "PAVILION" OF THE ROYAL ENCLOSURE, AFTER HAVING DRIVEN UP THE COURSE IN THE CUSTOMARY SEMI-STATE PROCESSION.



WITH PARASOLS MUCH IN EVIDENCE UNDER THE GLORIOUS JUNE SUN: A TYPICAL SCENE ON THE FIRST DAY OF THE ASCOT MEETING—SHOWING SPECTATORS WALKING ON THE COURSE BETWEEN RACES, AND THE PADDOCK IN THE RIGHT BACKGROUND.

Royal Ascot opened in royal weather on June 16, and the scene was more than usually brilliant. The King and Queen, according to custom, drove along the course in semi-state, as they arranged to do on each day of the meeting. They were accompanied in the carriage by the Duke of York and Viscount Lascelles, while in the second carriage were Princess Mary Viscountess Lascelles and the

Duchess of York. The Royal party also included Prince and Princess Arthur of Connaught, Lady Patricia Ramsay, King Manoel, and his consort. The King and Queen were heartily cheered on their arrival, and his Majesty's victory in the Queen Mary Stakes was very popular. The Gold Vase was won by Mrs. A. James's Kentish Knock, and the Ascot Stakes by Lord Derby's Mandelieu.



## 1925: SUMMER WEATHER AT ASCOT.

PHOTOGRAPHS SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY C.N.



WITH NATURE IN HER LOVELIEST MOOD FOR THE GREAT OCCASION: ASCOT RACE-GOERS WALKING FROM THE STATION TO THE ROYAL ENCLOSURE THROUGH WOODS AND FIELDS DRESSED IN ALL THE PAGEANTRY OF SUMMER.

These beautiful photographs, specially taken for this paper, show a side of the Ascot race-meeting that is as picturesque as it is unfamiliar among the customary illustrations of the event. While the course itself, with its assemblage of rank and fashion, presents a brilliant scene, a more idyllic beauty is to be found among the surrounding woods and fields, through which a footpath leads from the station to the Royal enclosure. Here there is no crowding or feverish excitement, and

nature vies with woman in wearing her best for the occasion. All is peaceful and leisurely, and the people wending their way through the meadows and under the trees look for all the world like a party from some great house on their way to church for an important ceremony. Only on looking a little closer into the details of the photographs do we discern that race-cards and field-glasses take the place of Prayer Books.



(Continued from page 1223.)

from her parents at Ascot, as she can easily meet them by a particular seat in the Enclosure. If she is interested in betting she probably has many men friends who are willing to put the money on for her—for, of course, ladies cannot go up to the rails and make their own bets from the Enclosure, as it is a practice which their Majesties do not care for.

The evening entertainments of the London Season are, however, those specially designed for the débutante. This is a particular feature of post-war season entertaining, for large formal dinner parties are now of rare occurrence, and the dinner before going to a ball is the usual evening gathering. Girls are not now invited to bring dancing partners to every dance, but, if their mothers have not been asked to take parties by the ball hostess, they generally receive an invitation

The exhausting nature of the season nowadays is frequently dealt with, and it cannot be exaggerated. Parties are more numerous than they used to be; dances are actually dancing gatherings where a great deal of exercise is taken, and practically no sitting-out is done; and a quiet Sunday or Saturday is practically unknown in town during May, June, and July. Time was when Sunday was a peaceful day. One walked in the Park after church, went to a formal mixed lunch party, and either paid calls in the afternoon or sat at home and waited to see whom fortune would bring one. It used to be a joke to say that when one was at home on the Sunday after giving a ball, quantities of perfectly strange young men would be announced, as it was practically essential for everyone to leave a card on the hostess after attending her ball, even if

Games, in fact, are now so important a weapon in the social armoury of the young girl that lawn tennis lessons and mornings at the golf school have largely taken the place of those studies in music and drawing which used to form what our mothers called the "background" of our life during the London Season. It is a curious feature of our modern life that few girls play the piano, or study music, unless they are thinking of taking it up seriously. This is probably a good thing, as it has rid society of the untalented amateur, who had to be asked to bring her music to any party, but it has had a curious effect on the young house party. There is little strumming at the piano, or singing of the songs from popular successes, unless there happens to be genuine talent present. We live in a critical age, when if we play lawn tennis we do it in almost tournament form, and when artistic "rabbits" are as unpopular as "sports" ones.

With July the cricket match period begins, and Lords is one of the most important of the end-of-season gatherings. The Eton and Harrow match has always been the chief carnival of extreme youth, and it is an occasion which the modern débutante thoroughly enjoys—in fact, she revels in it more honestly than her elder sisters used to do. Time was when the débutante liked what used to be called "grown-up men"—that is to say, men in the thirties—and were inclined to despise boys of eighteen, nineteen, and twenty. Now, however, the appeal of youth is to youth, and one of the most attractive features of this season has been the energy and enjoyment noticeable at the dances. The girls dance with young men of their own age.

The Royal Garden Parties are other official entertainments which figure in a First Season diary, and are the most delightful of gatherings to receive a command for. Anyone who makes a first entry into the grounds of Buckingham Palace is surprised at the extent and beauty of them. The town residence of their Majesties presents a much more picturesque view when seen from the back than when only observed from the Mall. There is a wonderful feeling of informality about these entertainments given by the King and Queen, for they circulate among the many guests throughout the afternoon, and take their tea in a small pavilion quite close to those provided for the general company.

When, however, July is reached, the débutante has tasted the full round of social pleasures. She has found out whether Society amuses her or bores her, and has, in fact, passed through one of the great adventures of a woman's life. Flirtations she will not have had, for the rather vulgar game of love-making for fun died out when the camaraderie of modern boys and girls came in; but she will have probably felt that amazing power of youth and beauty, and wondered at its strength. Much is constantly written about girls—modern girls in particular—and yet few of their critics seem to realise how absurd it is to be severe on any follies which a young girl may commit. Is there any other creature who is in the school-room, a controlled, disciplined child, one year, and the next may find herself the ruling factor in the life of some man of rank, distinction, and intellect, and to him the most important person in any gathering, however brilliant? It is this which makes her one of the most romantic figures in the world, for at the age of eighteen—not a very mature one—she may find herself of greater consequence than she has ever been before, or ever will be again, unless she has a fully trained woman's wit in her little shingled and boyish-looking head. And with all her faults it is my belief that the débutante of 1925 has this feminine cleverness highly developed, as well as possessing a fine overhead service, a knowledge of the leads at bridge, and a polished social manner.

JANE RAMSAY-KERR.



ONE OF THE GREAT OUTDOOR GATHERINGS OF THE LONDON SEASON: WATCHING THE COACHING CLUB'S COMPETITION AT THE RICHMOND HORSE SHOW.

The Richmond Horse Show is one of the great outdoor carnivals of the London Season, and is always well attended. This year it was held in brilliant weather, and the four-in-hand competitions were among the most interesting. Our photograph shows Mr. C. J. Phillips's team of bay-browns which won the first prize; Sir Leonard Powell's bays being second. Both are dashing teams with little to choose between them.—[Photograph by C.N.]

to dine with some friend who has; so the somewhat alarming business of eating at home, and sallying forth alone with mamma to a dance where one may or may not know any young men, is an experience which the modern girl practically never undergoes. Of course, this old-fashioned system brought special thrills of a "Victorian" kind in its train, and it was possible for the much-chaperoned débutante to enjoy the pleasure of finding a devoted young man waiting in the hall at the house where the dance was given, refusing to go up to the ball-room and "fill his programme" until the object of his admiration had arrived. This is one of the minor triumphs which the débutante of 1925 can never enjoy, for there are now no programmes to be filled, and the admiring young man can always ring up on the telephone and inquire "What time will your crowd be arriving at the So-and-So's dance to-night, or are you going first to the Such-and-Such's? Let me know, and I will meet you at one or the other at eleven." Chaperons, as everyone knows, disappeared completely in the years immediately after the war, but this season has seen a return of them. Many mothers dance as energetically as their daughters, but there are a certain number who attend dances without taking the floor, though they do not expect their girls to introduce every one of their partners.

The dance club and the *diner dansant* at restaurants are now both accepted features of London Society, and young girls are frequently invited to dine and dance at such restaurants as the Berkeley and Claridge's; but since the fashion of "looking after your girl" has come back, the fashionable dance clubs are not usually allowed for first season Misses. This is really no deprivation, since the number of private balls given is immense, and every girl gets as many invitations as she can possibly accept—some débutantes being almost literally worn out by the middle of the season, owing to the persistent late hours which they have kept for dancing engagements.

The question of looking after girls has been much to the fore this season, for mothers have been in conference on the subject. *Tête-à-tête* dinners and lunches with young men are usually taboo, but no bar is raised against two girls dining with two young men for a theatre party or before a dance. This law must be the greatest relief to the men, for in pre-war days a married woman was an essential at any party given by a man, and, unless one's admiring friends had a very large bank balance which would allow a party of six, or a large acquaintance among young widows, a party given by a bachelor in honour of a girl usually meant a quartette at which the young lady had to talk all the time to the husband of the chaperon, as the married couple could not be expected to entertain each other.

one had been taken in a party or sent a card, with the compliments of some friend. Now, however, calling is practically dead, and no young man ever dreams of leaving his card. Either he ignores the hostess who has entertained him (a distressing modern custom which appears to be incurable), or he telephones to invite the daughter of the house to have a game of golf with him, to come to lunch, or to go out in his car to Ranelagh or down to Maidenhead or some other summer playground; but one thing he never does is to put on his morning coat and call on Sunday afternoon.

The week-end, in fact, has become one of our most energetic periods. Sometimes it is the occasion for a flight from town, where pleasure is pursued in some country house at an even greater pace than in town. The present enthusiasm for lawn tennis renders it absolutely necessary for the débutante to play a good game if she is to be a social success.



A FESTIVITY FOR CHILDREN, WATCHED BY GROWN-UP FOLK: THE PARADE OF THE PONIES RIDDEN BY CHILDREN UNDER THIRTEEN YEARS OF AGE AT THE RICHMOND HORSE SHOW.

The Richmond Horse Show is not only a sporting and society gathering of importance, but is also a proud day for parents, as the classes include one for ponies ridden by children of under thirteen years. The ponies exhibited were of a very good class, and the horsemanship and horsemastership of the small people were much admired.—[Photograph by T.P.A.]



# "INTENSIVE" PLEASURES OF THE SEASON: A DÉBUTANTE'S RECREATIONS.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY STEVEN SPURRIER, R.O.I.



## FROM DIVING TO MANNEQUIN PARADE AND POLO MATCH: A PICTURED DIARY OF SOCIAL PLEASURES.

The London Season is now an "intensive" round of pleasure, for every moment of the débutante's time during May, June, and July is occupied by some engagement or another. Not only does she dance nightly, but she pursues many forms of healthful out-door exercise. She may swim in the Bath Club, play lawn-tennis at Ranelagh, or enjoy a day on the river, to quote only a few of the activities possible

to young girls during the height of the season. She attends polo matches at Ranelagh and Hurlingham, as well as afternoon parties, and also has to devote a good deal of time to fitting and choosing frocks; so visits to the mannequin parade are as important events in her daily diary as actual social engagements. For the cult of beauty must be followed.—[Drawing Copyrighted in the United States and Canada.]



## UNRIVALLED AS A SOCIAL EVENT: ROYAL PAGEANTRY AT THE SOCIETY RACE MEETING.

SPECIALLY PAINTED FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER



ONE OF THE MOST IMPRESSIVE PROCESSIONS IN THE WORLD: THE KING AND QUEEN DRIVING DOWN THE COURSE AT ASCOT IN THEIR STATE LANDAU.

The dress parade and pageantry of Royal Ascot enjoys a world-wide fame, for the famous meeting has no rival as a social event and is held at the time of the year when the English climate is expected to be at its best. In addition to the fact that every woman wears her finest frocks and that the racing is of a particularly high class, Royal Ascot owes much of its fame to the picturesque State arrival of their Majesties, from Windsor, which is always a feature. The

royal carriages, with postilions riding the beautiful horses which draw them, drive down the course before the first race; so that the assembled crowds on the Heath and in the various stands and enclosures, and the Royal Enclosure, may welcome their Sovereign and his Consort in fitting style. It is an impressive moment, and a fine prelude to the sport and social pleasure.—(Drawing Copyrighted in the United States and Canada.)



# "INTENSIVE" PLEASURES OF THE SEASON: A DÉBUTANTE'S RECREATIONS.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY STEVEN SPURRIER, R.O.I.



## FROM MANICURIST TO GOLF SCHOOL AND OPERA BOX: IN MID-SEASON.

How to fit in every engagement in her diary is a problem which taxes both the energy and the ingenuity of the débutante of 1925. Not only does she have many important functions to attend, but she must keep appointments with her manicurist, her fencing master, and her golf instructor as well, and in many instances she contrives to refresh herself for the day's round of amusement by taking a canter in

Rotten Row in the early morning. For the first time since the war, London has this year had a brilliant opera season, and visits to hear the productions of German and Italian operas at Covent Garden have been among the most important engagements of those who follow the social round faithfully and "do" the season thoroughly.—[Drawing Copyrighted in the United States and Canada.]



## ENDING ONE DAY'S PLEASURE—AND BEGINNING THE NEXT.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER.



### APPLAUDING THE CABARET COW WITH HAMMERS AND GONG-PLATES: MIDNIGHT REVELRY OF THE SEASON.

London has learned the cabaret habit, and during the season the end of one day of pleasure merges into the beginning of another at midnight, for those who are not dancing in private houses usually enjoy the amusements provided at one of the luxury hotels at the magic midnight hour. Our picture gives a good idea of the scene in the Hotel Metropole when the Midnight Follies are performing.

Our artist has chosen the moment when "Down on the Farm" is being given—a number which includes a comic cow which may be seen on the right of the picture. The guests are encouraged to express their enthusiasm, as small "plate" gongs and dainty little hammers are provided for those who wish to applaud; so they do not have to clap their hands in order to show their pleasure.



# LAWN-TENNIS "MAGNETS" WHO DRAW THE CROWD TO

PHOTOGRAPHS BY MISS C. N. DALY, E. TRIM AND CO., SPORT AND



# WIMBLEDON: POPULAR PLAYERS IN THE CHAMPIONSHIPS.

GENERAL, L.N.A., HAY WRIGHTSON, TOPICAL, AND PHOTOPRESS.



Lawn-tennis continues to increase in popular favour year by year, and the championship meeting at Wimbledon, which is to open on Monday, June 22, is again arousing an enormous amount of interest. The chief question, of course, is—who will be this year's Champion and Lady Champion? The favourite for the latter position is undoubtedly Miss Lenglen, the famous French player, who won it for five years in succession (1919-23), and last year had to retire through illness. A portrait of her appears on the front page of this number. This year she will have to meet, in addition to Miss McKane (Lady Champion of 1924), several new players of promise who have come to the front, including Miss D. Akhurst, the Lady Champion of Australia. The Commonwealth also provides the favourite for the championship among the masculine competitors, in the person of Mr. J. O. Anderson, who competed at Wimbledon in 1922. Last

year the singles were won by M. Jean Borotra, the French player, who defeated his compatriot, M. René Lacoste. We reproduce above portraits of thirty-five competitors in this year's tournament whose play is most likely to prove an attraction to the spectators at Wimbledon. It was announced recently that this year, for the first time, it had been arranged to hold a preliminary eliminating competition, on the "knock-out" system, for the men's singles and the ladies' singles and the three doubles, the players being selected from those not definitely accepted for the championships. The last eight in each singles event and the last four pairs in each doubles event in this competition, it was arranged, would be included in the championship draw. Later, it was stated that the doubles in this competition would be played at the Roehampton Club on June 15 and 16.



# THE POLO EVENT OF THE SEASON: THE BRITISH v. THE U.S. ARMY.

PHOTOGRAPHS BY SPORT AND GENERAL, ROUGH, AND TOPICAL.



ONE OF THE U.S. ARMY RESERVES:  
MR. J. A. SMITH.



THE UNITED STATES ARMY TEAM DISMOUNTED: (L. TO R.) MAJOR A. H. WILSON,  
CAPT. C. H. GERHARDT, CAPT. P. P. RODES, AND MAJOR L. A. BEARD (CAPTAIN).



ONE OF THE U.S. ARMY RESERVES:  
LIEUT. E. MCGINLEY.



THE BRITISH ARMY TEAM MOUNTED: (L. TO R.) MR. W. S. MCCREERY (NO. 2),  
CAPT. J. P. DENING (NO. 3, CAPTAIN), MAJOR D. C. BOLES (BACK), AND CAPT.  
R. L. MCCREERY (NO. 1).



THE UNITED STATES ARMY TEAM MOUNTED: (L. TO R.) MAJOR A. H. WILSON,  
CAPT. C. H. GERHARDT, CAPT. P. P. RODES, AND MAJOR L. A. BEARD  
(CAPTAIN).



ONE OF THE BRITISH RESERVES:  
CAPT. J. DE WEND-FENTON.



THE BRITISH ARMY TEAM DISMOUNTED: (L. TO R.) MR. W. S. MCCREERY,  
MAJOR D. C. BOLES, CAPT. R. L. MCCREERY, AND CAPT. J. P. DENING (CAPTAIN).



ONE OF THE BRITISH ARMY RE-  
SERVES: MAJOR VIVIAN LOCKETT.

The polo event of the season is the second international contest between teams representing the British Army and the United States Army. As in the International Cup competition, it will be decided by the best out of three matches, which are to be played at Hurlingham on June 20, 24, and 27. The teams are strictly limited to officers on the active list of the regular forces, and the ponies used must be the *bona-fide* property of such officers, or the actual property of the War Department. The first of these Army contests took place at the Meadow-Brook Polo Club, Westbury, Long Island, New York, in September 1923, and was won by the American team, by two matches to one. The British team for the forthcoming matches (as selected at the time of writing) consists of Capt. R. L. McCreery, M.C., 12th Lancers (No. 1), his brother, Mr. W. S. McCreery,

12th Lancers (No. 2), Capt. J. P. Dening, 10th Prince Albert Victor's Own, Indian Army (No. 3, captain of the team), and Major D. C. Boles, 17th-21st Lancers (Back). The British reserves are Major Vivian Lockett, 17th-21st Lancers, and Capt. De Wend-Fenton, 14th-20th Hussars. Except Major Lockett, who has represented his country at polo several times, and has captained the British team against America, all these players are younger than those of last year. Capt. R. L. McCreery is a fine amateur steeplechase rider. The United States Army team consists of Major L. A. Beard (captain), Major A. H. Wilson, Capt. C. H. Gerhardt, and Capt. P. P. Rodes, with Lieut. E. McGinley and Mr. J. A. Smith as reserves. They have had some two months' practice on English grounds since their arrival and during their visit they are guests of the Hurlingham Club.



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pack, two large cakes  
in a carton*



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for HEALTH**



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No one can see the germs of disease with the naked eye. Yet you touch things every day covered with them; you meet and talk with people every day who are very likely

carrying the germ of some infectious disease. You can't see the microbes, but the deep and penetrating health element in Lifebuoy Soap is your health eye.

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# The World of the Theatre.

By J. T. GREIN.

## PLAYS OF THE SEASON: A WORD TO THE VISITOR.

"'VORTEX' is off; you come just too late," I said to the country cousin who wanted to spend ten days in London theatres. "A day earlier, and you would have seen one of the remarkable plays of our time—a painful play in a way, but one with a consoling note at the end: if a section of Society of to-day is 'rotten'—to use the common word—there remains still the way out of regeneration. And that note Noel Coward sounded pathetically. You should have seen it; it had significance."

"And the next of that order? 'Fallen Angels'?"

"There I am not with you. It is amusing in a way, but somehow I think the interpretation is not just to the author. Acted in a satirical spirit, we would have been amused by the up-to-date Merry Wives; but the satire is overwhelmed by emphasis. You would be wearied and discomforted by the 'potion scene'—these two married women who tittle, get the worse for it, and then completely drunk. Somebody ought to explain to the ladies what Victor Hugo meant by 'le laid c'est le beau.' For once, French actors could have shown us how one can skate on thin ice. However, what is the good of my talking? You will go—so that's Number One."

"Any other plays mirroring our morals?"

"Yes—mildly. 'Dancing Mothers,' American import. They have altered the last act into a happy ending. Illogical, of course, but the public like it better. Then there is 'Spring Cleaning,' very witty and interesting in parts. Something to write home of; but one scene you won't like. Would you try and reform your wife by bringing a woman of the street to your dinner-table, and then insult that poor *fille de joie*? It sounds a nasty and hurtful note. But you will go. Enough said. Finally, in that category there is 'Rain.' You remember Somerset Maugham's entrancing story. Well, the play is clever, and has revealed a wonderful new actress, Olga Lindo. She is all fire and power and understanding of the Scarlet Woman who forced the cast-iron preacher to feel that, after all, he too was but flesh and blood, as mortals are, and paid with her life for his conversion. With a glance towards yesterday, you will enjoy 'Iris,' Gladys Cooper's latest step on the upward grade. How the world has changed since that play was an actuality twenty-five years ago! You will draw your own conclusions in the comparison with the other reflections on modern society. The Irises of to-day—like the Dames aux Camélias—understand life otherwise than those of Pinero and Dumas fils."

"Do you desire a taste of the sensational?"

"'White Cargo,' now a year old, and 'The River,' by Sir Patrick Hastings, late Attorney-General, will thrill you. 'White Cargo' is the more real description of the white man's undoing in the Far East of Africa. 'The River' handles a similar theme more melodramatically—it reminds one of the old days of the Adelphi, when the authors painted with the panorama brush, and coincidence with its long arm became plausible in the imaginative performances of the players. You will see Mr. Leslie Faber, Mr. Owen Nares, and, last but not least, young Mr. Clifford Mollison, at their best."

"As there are two plays of the Wild East running tandem in the London programme, so there are two comedies, and these are of our own soil. But who has not seen 'The Farmer's Wife,' that masterpiece of Eden Phillpotts, an engaging picture of Devonian life with all its amenities and its keen outlook on the main chance? It is one of the best comedies of modern England, and the acting is superb. 'The Right Age to Marry' runs it very close. Here we have the strong man who has made his money and becomes purblind—he seeks Society, and is very nearly caught by a merry widow for what he has, not for what he is; whereas at home, by his side, there blossomed and almost faded a little flower he did not see until his day-dreams of folly had ended in rude awakening. Again an actor—it happens repeatedly in this year of the fruitful histrionic vine—an actor leaped into fame. His name is Mr. Terence Byron, and his creation of the hard-headed, self-made man is masterful. We have some actors

these days, by gad! The world knows no better ones. In saying this, I must not forget to include in my list one of the best, and best played,

dramas that America has sent us—'Sun-Up.' It reveals the state of mind, the manners, and the characters of a small body of settlers far away from the turmoil of the great cities—people whose history stood still at the end of the great fratricidal war in the States, whose views are as archaic as their horizon is narrow. The American Players, headed by Miss Lucille La Verne, represent these characters in subdued tones, with a rare uniformity and deliberation of method which is impressive, yet at times depressing. Yet one feels that the actors have entirely assimilated themselves to their parts.

Except for excessive elaboration of detail, the outcome of an imperious producing hand, their work is truly remarkable—wholly different from our ways of interpretation. Whether we would see it propagated on our stage is another question. To a certain extent it sacrifices individuality to the whole of the picture. It is certainly a unique manifestation, and in Miss La Verne we have renewed acquaintance with an actress who, since her first appearance in London, has made immense strides. Again, 'Cæsar and Cleopatra,' by Shaw, is one of the plays not to be missed, were it only for the singular and ingenious conception of the Queen by Miss Gwen Ffrangcon Davies, whom many admirers place in the front rank of our young generation.

"Revue still flourishes in 'The Punch-Bowl,' with a splendid characterisation by Mr. Robert Hale of the Punch and Judy showman as he still ekes out a living at street-corners; in 'Charlotte's Revue,' at the Prince of Wales's, with its two bewitching *divettes*, Miss Gertrude Lawrence and Miss Beatrice Lillie, whose bonnie babies in their perambulators are perhaps the funniest thing in London; and at the Apollo, in 'By the Way' with Mr. Jack Hulbert and Miss Cicely Courtneidge singing and dancing with inimitable grace to the delight of overflowing houses."

"Of 'No, No, Nanette,' I need not say more than that it is the most successful musical comedy ever seen in London. The music has already been attuned to numberless barrel-organs in town, which is fame indeed. And the two veterans, Messrs. George Grossmith and Joe Coyne, are still the darlings of the gods and goddesses. 'Rose Marie,' too, with the best-drilled chorus ever seen in London; 'Cleopatra,' with the fascinating and *espiègle* Miss Evelyn Laye; and 'Katja, the Dancer'—will also please you if you have time to spare after a *petit dîner*."

Here my friend interrupted me by exclaiming, "But you spoke of ten things worth seeing, and you have named more than twenty—how am I to choose?"

Whereupon I said, "That's up to you; you will gauge from the utterances of an old enthusiast which are the pick of the basket—with a little gumption—you can read between the lines. Even so, I have not been able to name all the good things that will lure the pleasure-seekers in town. Unless you approach the theatre in the high-brow spirit, there is a certain *embarras de choix*, which is a healthy sign of the activities of the World of the Theatre. Shall I go on and speak of 'On with the Dance,' of 'Tell Me More,' of 'Clo-Clo'?"

"No, thanks. As it is, my ten days will keep me fully occupied, afternoon and evening, and send me hence in the sadness of Cecil Rhodes's words, 'So much to do, so little done.'"

"Quite so; and then, would you believe it, there are always people all over the country who say that there are no plays to see and that the theatre is going to the dogs. The present season is a cogent answer, and will give to the croakers the lie direct. We are getting on, and that is a fact, as you will see for yourself."

P.S.—This was written, before the momentous advent of Noel Coward's "Hay Fever," with the ever-fascinating Marie Tempest; and Ashley Dukes's Regency comedy, "The Man with a Load of Mischief," with Fay Compton and Leon Quartermaine—two adornments of the London Season.



"THE MAN WITH A LOAD OF MISCHIEF," AT THE HAYMARKET: MR. LEON QUARTERMAINE AS THE MAN AND MISS FAY COMPTON AS THE LADY.

"The Man with a Load of Mischief," Mr. Ashley Dukes's delightful Regency comedy, was received enthusiastically when it was produced at the Haymarket Theatre the other night. It is very well worth seeing, and should attract all who appreciate fine writing and a feeling for "period." Mr. Dukes, by the way, is one of the judges who award the prize given by the "Sketch" for the best acting of the month, and is the dramatic critic of "The Illustrated Sporting and Dramatic News."—[Photograph by Sasha.]

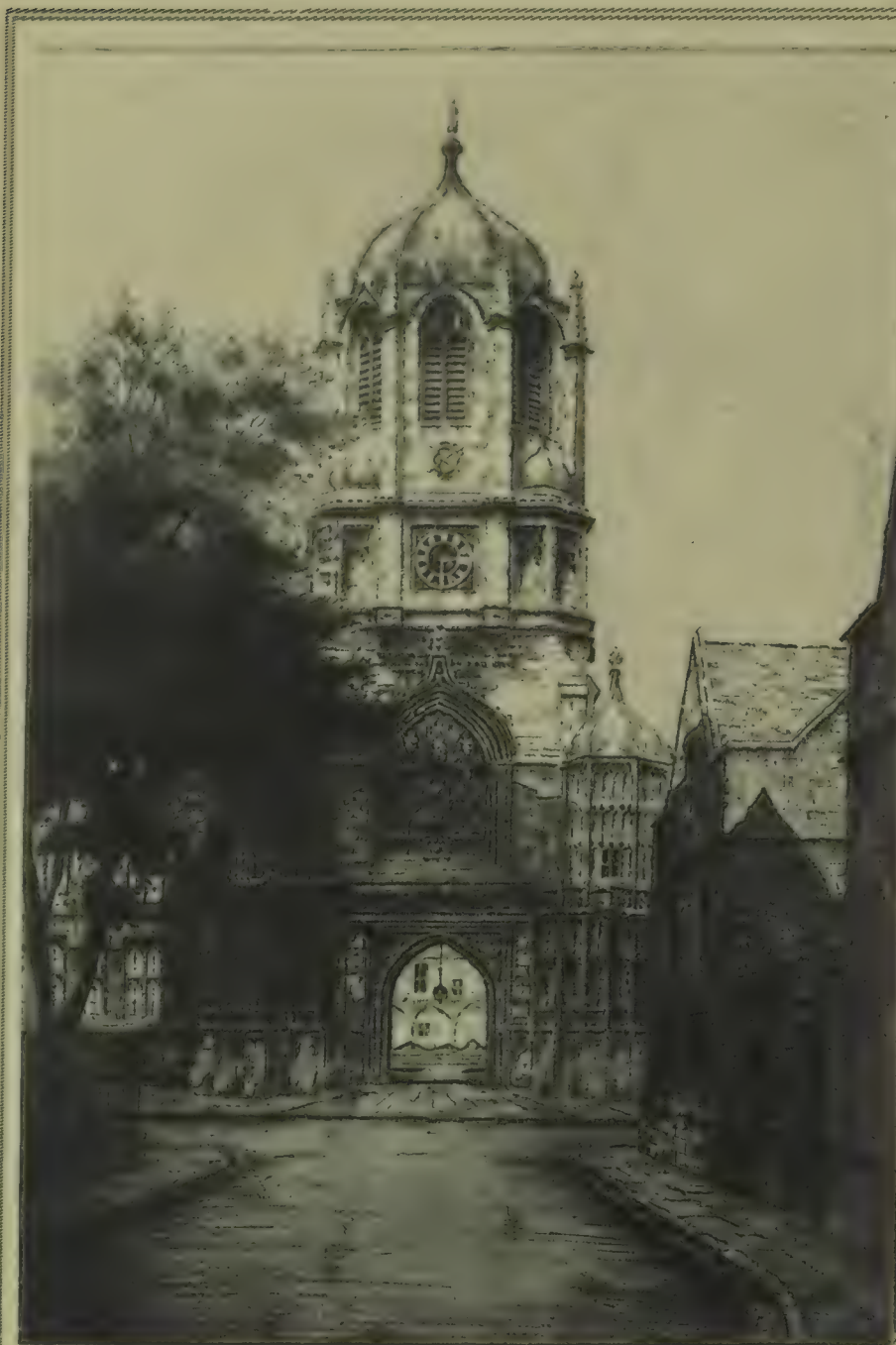


"THE MAN WITH A LOAD OF MISCHIEF," AT THE HAYMARKET: MISS FAY COMPTON AS THE LADY.—[Photograph by Sasha.]



# "THE HOUSE" KEEPS ITS 400TH BIRTHDAY: OXFORD'S LARGEST COLLEGE.

FROM ETCHINGS BY SYDNEY H. PAVIERE, A.R.D.S., LATE ASSISTANT CURATOR OF THE LADY LEVER ART GALLERY AND THE MAIDSTONE MUSEUM AND ART GALLERY.



BUILT BY WREN: THE "TOM" TOWER OF CHRIST CHURCH (CONTAINING THE GREAT BELL, "TOM," BROUGHT FROM OSNEY ABBEY AND DEDICATED TO ST THOMAS OF CANTERBURY).



ABOUT TO CELEBRATE THE 400TH ANNIVERSARY OF ITS FOUNDATION BY CARDINAL WOLSEY: CHRIST CHURCH, OXFORD—THE HALL (ON THE RIGHT) AND THE CATHEDRAL, FROM THE "TOM" QUAD.



SHOWING THE INNER SIDE OF THE GATEWAY AND PART OF WREN'S TOWER ABOVE IT: THE "TOM" QUAD AT CHRIST CHURCH, OXFORD, WITH THE POND IN THE CENTRE.



WITH THE "TOM" TOWER, COMPLETED FROM THE DESIGNS OF SIR CHRISTOPHER WREN IN 1682: A GENERAL VIEW OF THE FRONT OF CHRIST CHURCH, OXFORD.

Christ Church, Oxford, the great college familiarly known as "the House," is to celebrate on June 24, in the presence of his Majesty the King, the fourth centenary of its foundation by Cardinal Wolsey in 1525. The Tercentenary, it may be recalled, was kept, not in 1825, but in 1846, commemorating the later "foundation" of the college by Henry VIII. On this discrepancy an interesting comment was made recently (in the "Observer") by Professor J. S. Phillimore. "The choice of 1925," he writes, "is not due merely to a pardonable eagerness to

antedate an interesting festivity; it is an act of justice done to the memory of our real founder, whose work was arrested, appropriated, and eventually scamped by Henry VIII. Since the voice of historical truth began to make itself heard, everyone knows that a Tudor king's normal notion of 'founding' was to confiscate the best part of an existing endowment and graciously leave the remains decorated with his name. In 1846 Dean and Chapter preferred to do honour to the Henry of 1546. . . . Our true founder was Thomas Wolsey. . . . It says much for

[Continued opposite.]



CELEBRATING WOLSEY'S, NOT HENRY VIII'S, FOUNDATION: CHRIST CHURCH.

PHOTOGRAPHS BY HILLS AND SAUNDERS, OXFORD.



AS IT WAS IN THE SEVENTEENTH CENTURY, BEFORE WREN ADDED THE "TOM" TOWER OVER THE GATEWAY: CHRIST CHURCH COLLEGE, OXFORD, SHOWING THE HALL (RIGHT) AND CATHEDRAL—AN ENGRAVING BY DAVID LOGGAN (1673).



THE SOURCE OF THAT "LINE OF FESTAL LIGHT IN CHRIST CHURCH HALL" WHICH THE SCHOLAR-GIPSY SAW FROM THE CUMNER HILLS: THE INTERIOR OF THE DINING HALL AT "THE HOUSE."

Continued.]

Wolsey's zeal and energy that of his Medicean dream he was able to leave so much a *fait accompli* when he fell, four years later. 'Ever witness for him Those twins of learning, that he raised in you, Ipswich and Oxford: one of which fell with him. . . . The other, though unfinish'd, yet so famous, So excellent in art, and still so rising, That Christendom shall ever speak his virtue.' If Shakespeare was not afraid to say that, we may hail the present Governing Body for the



TO BE VISITED BY THE KING ON THE CELEBRATION OF THE FOURTH CENTENARY OF CARDINAL WOLSEY'S FOUNDATION: CHRIST CHURCH COLLEGE, OXFORD—THE HALL STAIRCASE.



ONE OF "THOSE TWINS OF LEARNING THAT HE RAISED IN YOU": CARDINAL WOLSEY'S OXFORD FOUNDATION, CHRIST CHURCH—THE HALL (RIGHT) AND THE CATHEDRAL.

voice of Christendom, when it appointed this anniversary." Christ Church has produced many famous men: in the sixteenth century (to name a few) Hakluyt, Camden, and Sir Philip Sidney; in the seventeenth, Locke, Penn, and Sir Jonathan Trelawny, one of the seven Bishops; in the eighteenth, George Canning and John Wesley; and in the nineteenth, Lord Shaftesbury, Ruskin, Matthew Arnold, "Lewis Carroll" (C. L. Dodgson), Gladstone, and Lord Salisbury.



# WHERE FRANCO-SPANISH CO-OPERATION MAY BRING PEACE: MOROCCO.

PHOTOGRAPHS BY C.N., TOPICAL, AND CENTRAL PRESS.



WHERE THE FRENCH HAVE A GREAT PREPONDERANCE IN ARTILLERY: 6-INCH HOWITZERS IN ACTION IN MOROCCO DURING A SIMULTANEOUS BARRAGE BY ELEVEN BATTERIES.



WITH HIGH TRAJECTORY AND RANGE OF 5000 YARDS: ONE OF THE BIG 155-MM. FRENCH HOWITZERS RECENTLY SENT TO MOROCCO IN ACTION NEAR TAUNAT



A TYPICAL "CASUALTY" AMONG THE FRENCH COLONIAL TROOPS: A WOUNDED ALGERIAN SUPPORTED BY AN ARMY CHAPLAIN.



SURROUNDED BY DIFFICULT MOUNTAIN COUNTRY WHERE THE RIFIS HAVE THE ADVANTAGE OF MOBILITY AND LOCAL KNOWLEDGE: COLONEL FREYDENBERG'S CAMP AT VARGA IN MOROCCO.



WHERE THE FRENCH CASUALTIES RECENTLY TOTALLED 318 KILLED AND 1115 WOUNDED: THE MOROCCO CAMPAIGN—A FIELD DRESSING-STATION.



THE MULE AS AN "AMBULANCE": TWO WOUNDED MEN IN LITTERS, CARRIED ONE ON EACH SIDE OF THE ANIMAL, ON THEIR WAY TO THE REAR.

The military position in French Morocco was described recently as one of "stale-mate," pending any possible Franco-Spanish co-operation arranged at the Madrid conference on June 17. Meantime, while the French had prevented Abdel Krim's forces from advancing on Fez, they could not advance far themselves, as the Spanish frontier was close behind the Rifi lines. Some days before the Franco-Spanish conference at Madrid, the French Premier, M. Painlevé, paid a flying visit to Fez, by aeroplane, and motored to the front, where he consulted with Marshal Lyautey, Resident-General, General Daugan, Commander-in-Chief, and Colonel Freydenberg, in command of the French mobile column. Fighting had been going

on near Taunat. The Rifis have an advantage in their knowledge of the country and their great mobility, but the French possess a crushing superiority in guns and aircraft. Latterly they have used 155-mm. howitzers of high trajectory, to shell enemy trenches at long range. These guns have proved effective at over 5000 yards. M. Painlevé stated recently that, up to June 2, the French had lost 318 killed, 1115 wounded, and 195 missing. About three-fifths of the casualties were among the native troops. "Our losses," he said, "have been falsely stated to an extent which is utterly impossible," referring, of course, to the propaganda reports spread by the enemy.



# ASPREY, New Bond Street, LONDON.

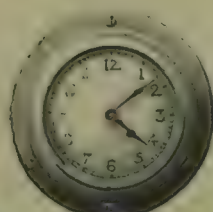
A FEW OF ASPREY'S  
MOTOR UTILITIES—

size:  
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Polished Mahogany, lined grey leather, fitted with mirror. £2'15-

Polished grey Harewood, lined grey leather, 8 day clock, silver mounted bottles.

size 8x3 $\frac{1}{2}$ ins  
Price £9.7.6.



size 3 $\frac{3}{4}$ ins diam.  
price 95/-



size:  
7x2 $\frac{7}{8}$ ins

Polished Mahogany, lined grey leather, silver mounted bottles, Price £6.5.0.

size: 7 $\frac{5}{8}$ x3 $\frac{1}{2}$ ins  
Polished Thuyawood, enamelled fittings.  
Price £11.10.0.

WRITE  
for  
CATALOGUES.

Stork,  
10 $\frac{1}{4}$ ins long,  
4ins high,  
Price:  
£5.12.6.



Flying Drake,  
6 $\frac{1}{2}$ ins across wings,  
2ins high.  
price:  
£3.-



size:  
7 $\frac{3}{4}$ x6x4 $\frac{3}{4}$ ins

Morocco leather, lined silk.  
Solid Silver brushes, price £6.10.0  
Silver mounted bottles.



size: 15x9x4 $\frac{3}{8}$ ins

Ladies' Solid Leather Dressing Case, lined leather, plain Solid Silver fittings and mounts. price £12'10

Engine turned fittings £14'12'6.

ASPREYS

FINEST GOODS — LOWEST PRICES,  
OLDEST HOUSE — NEWEST IDEAS.



Ladies' Morocco leather Travelling Case, lined Silk, plain silver brushes, silver mounted bottles; size: 18x12x6 $\frac{1}{2}$ ins, price £13'10'0.



size:  
10 $\frac{1}{2}$ x8x3 $\frac{1}{2}$ ins

Smooth brown leather Dressing Case. Ebony Brushes and Nickel plated fittings. price £4.17.6

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HAVE THEIR OWN ARTIST,  
THEIR OWN TWO FACTORIES  
ENABLING THEM  
TO CARRY OUT  
CUSTOMERS' OWN IDEAS.



## SEASIDE AND COUNTRY FASHIONS.

An invaluable item of the holiday wardrobe is the well-tailored jumper-suit pictured below, which hails from the salons of Marshall and Snelgrove, Oxford Street, W. Built of soft cashmere cloth, it is ideal for sports and general country wear.



A well-cut coat and skirt is indispensable at all seasons, and below is a distinctive model which must be placed to the credit of Harvey Nichols, Knightsbridge, S.W. It is expressed in black-and-white checked material, completed with a distinctive waistcoat of white corded silk.



Bathing dresses for the fashionable plages are all-important, and here are two delightful affairs which may be studied at Debenhams and Freebody's, Wigmore Street, W. The fluted model on the left is carried out in black taffeta, bordered with white, and the other is fashioned of pure Milanese silk.

Below are fashionable shoes for the day and evening, sponsored by Dickins and Jones, Regent Street, W. Oak glacé, strapped with brown leather, makes those on the left, and fancy brocade in artistic colours, faced with silver, the second pair.

PHOTOS. ELWIN NEAME.





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It possesses to-day the same pedigree quality which gained it that old-time exclusive reputation

Singularly delicate in flavour and bouquet



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# Summer Fashions

## The 1925 Holiday Outfit.

A few years ago, the preparations for the seaside assumed alarming proportions. Countless trunks were commandeered to contain the holiday equipment, and even then the most important items seemed invariably to have been left behind. This year, however, conditions are pleasantly altered, thanks to the modern fashions, and one small trunk will carry an entire wardrobe. No longer are dozens of washing frocks necessary. One or two simple tailored affairs of kasha, in oatmeal, or in bright colours, fulfil many purposes. They are worn on the beach and on long country rambles—for sports and for general lazing in the sunshine. In short, they are wonderfully useful items of the wardrobe which look trim and attractive on all occasions. Consequently, many filmy frocks with their attendant underslips and petticoats occupying much space are unnecessary, and the inevitable tiny felt hats, which roll conveniently one in the other, obviate entirely the need of a cumbersome hat-box.

## Frocks for More Formal Occasions.

Dresses for the afternoon are fluted and pleated in a multitude of ways, but they are fashioned of such fairylike materials that even they pack into a minute space. Printed chiffons in gay colours and designs, faintly tinted organdie and diaphanous georgettes, these will be seen at all the fashionable *plages*. Surprisingly short and sleeveless, they are scarcely distinguishable from the evening frocks that grace the Casino ball-rooms and the "tables," so that they, too, can play a double rôle. As for wraps, if the weather prove chilly, a plain, perfectly tailored man's coat of tweed or kasha is correct at any hour of the day, and fluttering scarves and capes of georgette trimmed with fringe or ostrich plumes complete more formal toilettes.

## Frocks for Ranelagh and Henley.

Meanwhile, light frocks for Ranelagh and Henley are in great demand. Printed crêpe-de-Chine is a favourite material for these creations, and pictured on this page is a charming—and, incidentally,

pleasantly inexpensive—model from Harrods, Knightsbridge, S.W. It is expressed in artistic colours on a dark background, boasting an attractive petalled skirt, and can be obtained for 8½ guineas; while 8 guineas is the price of another attractive creation, a white crêpe-de-Chine printed with a bold design in black and red, opening on a panel of dark-red georgette. There are many others with gracefully fluted skirts available for 7 guineas, complete with underslips of the same material; and lovely printed chiffons on silk crêpe range from 8 guineas, with long or short sleeves. A new fantasy which will be very fashionable this summer is the frock of crêpe-de-Chine worked all over in broderie anglaise. Exquisitely worked models of this genre can be obtained for 10 guineas, and 8 guineas



This happy little trio are justly proud of their new summer outfits from Robinson and Cleaver's, 156, Regent Street, W. Mauve linen and tucked organdie express the useful "knicker-frock" on the left, and blue linen and white hair-cord the Dutch suit; the small maiden on the right is wearing a frock of forget-me-not blue organdie, trimmed with many picot-edged frills.

visit to Robinson and Cleaver, 156, Regent Street, W., where they were sketched, will satisfy every requirement. The useful linen frock and knickers trimmed with white organdie on the left cost 42s. 6d. and 9s. 6d. respectively, size, 22 in.; and the blue linen suit, completed with a white, smocked blouse, is 26s. 9d. There are zephyr smocks and knickers trimmed with organdie, available for 14s. 11d., and smocks of organdie, in white, pink and blue, are 16s. 11d. Tussaud smock suits, which will wear splendidly, range from 25s. 9d., size, 16 in.; and charming little frocks of spotted muslin in various colours are 17s. 11d. For more formal occasions is the fascinating affair of organdie pictured on the right. It is in pale-blue on white, panelled and edged with tiny frills. The price is 42s. 6d., size, 20 in. And there are enchanting little sun-bonnets of organdie, tucked and frilled, available for 6s. 11d.

## A Sale of Irish Linen.

Everyone who wishes to seize the opportunity of acquiring beautiful Irish linen at 25 to 27½ per cent. below to-day's prices, should send to Robinson and Cleaver's, Donegall Place, Belfast, for a copy of their July sale catalogue. Every article sent out by this firm is guaranteed to give complete satisfaction. Splendid investments are the linen double damask tea or lunch cloths, 45 in. by 45 in., at 6s. 3d. each; and napkins to match, 22 in. by 22 in., at 9s. 9d. the half-dozen. Every page is full of wonderful bargains, and no time should be lost before applying for a copy.

## The Revelation Expanding Suitcase.

A boon and a blessing to all travellers is the Revelation rigid expanding suitcase, which will carry enough for a week-end or a month, and is always just full enough. In this ingenious invention, the locks and hinges expand, the sides overlap, and at every position it is absolutely rigid. There are Revelation attaché cases, trunks, luggage for all purposes built in leather, canvas, and vulcanised fibre, at prices to suit every pocket, so that no one need be debarred from possessing one of these useful accessories. The London G.H.Q. are at 169, Piccadilly, W., and if a personal visit is not possible, application to this address will obtain full particulars by return, together with the name of the nearest agent.

## A Five-Years' Guarantee.

Everyone who has not yet made the acquaintance of the Britannic watch bracelets should quickly remedy this omission, for they are fully guaranteed for five years, during which time the springs will be renewed, should the need arise, free of charge, through any jeweller. This splendid guarantee is a proof that the Britannic is a reliable ally at all times, and will not easily be damaged by strenuous wear. Made in many designs and widths, completed with attractive watches in various styles, the Britannic watch bracelets can be obtained from £4 upwards, or, if desired, the expanding bracelets with hooks to replace straps can be obtained separately.

## Novelty of the Week.

The hot weather has turned everyone's thoughts to sea-bathing. Pretty tunie costumes of stockinette can be secured for 3s. 11½d., while children's swimmers are only 1s. 11½d. On application to this paper I shall be pleased to state where these bargains are obtainable.

Two shady hats for summer days which hail from Woodrow's, 46, Piccadilly, W. Brown straw underlined with beige georgette and trimmed with shaded flowers, expresses the one above; and Manilla straw worked in the Greek key pattern, and trimmed with a swathe of deep nigger velvet, that on the left.

secures simpler affairs of the same material hand-veined in striking patterns. Then there are lovely frocks fashioned entirely of hand-made lace, and others of georgette, decorated with tapestry embroidery in artistic colourings.

## Shady Hats for Summer Days.

With fairy-like frocks are worn shady picture hats which have at last come into their own. They obey no laws, and may be simple or elaborate, of straw or of silk. At Woodrow's, 46, Piccadilly, W., is always to be seen a vast number of attractive models, two of which are sketched on this page. Above is a shady brown straw underlined with beige georgette, and decorated with roses and foliage; while on the left is a large Manilla straw, cleverly worked in the Greek key pattern, and trimmed with nigger velvet. For summer sports there are becoming pull-on hats in woven tagal straw, as light as the proverbial feather. The "Berwick," underlined with chestnut viska straw, the slightly upturned brim edged with shaded leather petals, can be obtained for 25s., and the same amount secures the "Tor," trimmed with ribbon and a shaded feather mount. Long chiffon scarf veils to match any hat can be obtained from 10s. 6d., and it must be noted that a brochure illustrating the latest models will be sent gratis and post free to all who apply mentioning the name of this paper.

## Seaside Outfits for Little People.

The wardrobes of the younger members of the family invariably need a great deal of attention just before the holiday season. As the weather experts have predicted a hot summer, outfits such as those pictured here are much in demand, and a



This delightful frock of printed crêpe-de-Chine, in striking colourings on a dark background, must be placed to the credit of Harrods, Knightsbridge, S.W.



# Happy Motherhood

THE crowning glory of a woman's life is motherhood. Then it is she realises her fondest dreams.

The first few months of baby's life are of supreme importance. Then are laid the foundations which will determine if her child is to grow up strong, robust and healthy.

If an infant is to be free from infantile ailments and to develop in brain and body he must enjoy the advantages of natural feeding. Medical Science is agreed that no form of food is so good for a baby as the milk of a healthy mother.

Doctors, Nurses and Mothers daily testify to the wonderful qualities of "Ovaltine" for producing a rich supply of maternal milk. "Ovaltine" should be regularly taken throughout the entire nursing period. More beneficial still are the results when "Ovaltine" has been taken regularly a month or two before baby is born.

Not only does "Ovaltine" promote adequate lactation, but it endows the mother with a reserve of strength to aid her recovery after the birth.

This delicious and easily digested beverage contains the concentrated nutriment extracted from ripe barley malt, rich creamy milk and fresh eggs. In correct ratio are supplied all the vital food elements as well as all the essential vitamins.

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1/6, 2/6 and 4/6 per tin.*

**A. WANDER, Ltd., London, S.W.7**

*Works : King's Langley.*

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## DEEP-SEA TRAWLING.

(Continued from page 1220.)

voluminous as they are, represent the merest fraction of knowledge concerning the wonders of the deep.

The difficulties that confront the would-be explorer in this cold, lightless world are great. Imagine a race of beings so constructed that they could not breathe our dense atmosphere, and with eyes that were unable to penetrate the medium in which we exist. Suppose them to inhabit a region above the clouds, and endow them with a consuming curiosity to learn something of our manner of life. They would perforce construct some sort of airship in which to sail above us, and with grappels and dragnet they would scoop up a motley array of objects from which they would endeavour to piece out some picture of our customs and habits. By chance they might pursue their first investigations over a completely uninhabited desert, and then for a long time it would be generally accepted that there was no life on the earth. Some persistent soul might at last locate New York and secure a heterogeneous collection from which he might, or might not, make some correct deductions.

This absurd idea really gives a conception of the obstacles to oceanography. The fragmentary results must be slowly and patiently, year by year, pieced into an ever incomplete picture of an incredible world. Any animal from the actual abysses is bound to be distorted by the time it has undergone the devastating change from the tremendous pressure of its normal habitat to our thin air. And this takes no account of the damage that can be done to frail bodies by nets that are necessarily heavy and coarse-meshed.

On the whole, it is astonishing that a deep-sea haul is ever successful. The accidents that can befall the intricate gear are manifold. It sounds like a simple matter when trawls and tow-nets are glibly talked of, but a thousand things can happen amid the belts, blocks, winches and drums that are necessary to sounding, dredging, and trawling. Add to the ordinary accidents that occur to any machinery on dry land the added handicap of a ship that may

and when the winch pulled in the great wide-mouthed otter-trawl from a depth of 1500 fathoms a huge sprawling knot of valuable cable appeared at the surface before our horrified eyes. The quick thinking and expert work of Mr. McLaughlin, the first officer, and the boatswain and crew, averted a serious accident and the loss of cable and trawl.

That evening we were feeling rather depressed, when someone had the bright idea of looking up the mishaps that other expeditions had experienced. The result was a revelation; we read of experts in this work who chronicled day after day such items as: "Dredge caught on bottom; lost it and 2000 fathoms of cable"; "Nets tore out of frame"; "Sounding wire broke"; "Cable knotted, lost fifty fathoms." The effect on our spirits was miraculous; at once we felt better, and spent the evening happily reading of the vastly greater misfortunes that better men than we had suffered.

The factor of time is another that is rarely considered by the uninitiated. The various pieces of apparatus must be slowly and carefully lowered to these great depths and raised again with equal caution. A large otter-trawl is usually left out for two or three hours, and at least an hour must be taken to lower it to any considerable depth, and as much or more time taken to raise it to the surface. One sounding, one haul with an otter-trawl,

and one vertical haul will occupy all the hours of daylight, and this is not counting any time for the most important thing of all, the study of the specimens thus acquired and their preservation. Sometimes tow-nets to capture surface forms are put out while the deep-sea apparatus is working, but there must always be vigilant eyes on the different pieces of

(Continued overleaf.)



MR. LLOYD GEORGE AT LLANDUDNO: AN INTERESTING GROUP INCLUDING ALSO MRS. LLOYD GEORGE (SEATED, RIGHT), SIR WILLIAM LETTS (STANDING, EXTREME LEFT), AND MR. C. A. McCURDY (STANDING, SECOND FROM LEFT).

This interesting photograph was taken recently at Llandudno, when Mr. Lloyd George visited that town to address the North Wales Association of Assistant Teachers in Secondary Schools.

be wildly rolling, first slacking off on the trailing nets and then jerking them taut with the whole weight of her 3000 tons, and the possibilities of damage will be better appreciated.

In making one of our first hauls the cable became entangled many fathoms below water, in some mysterious way that no one could foretell or explain,

The illustrations below show Four of the Principal Rooms of

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In these complete Schemes, Hamptons show, by actual examples selected from stock and ready for immediate delivery, how, for this very small outlay, a Home can be furnished substantially and in a manner which shall be a source of constant pleasure and satisfaction to the owner.



DINING ROOM OF HAMPTONS' SPECIMEN HOUSE, furnished throughout for £235.



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BEST BEDROOM OF HAMPTONS' SPECIMEN HOUSE furnished throughout for £235.



SECOND BEDROOM OF HAMPTONS' SPECIMEN HOUSE, furnished throughout for £235.

## DINING ROOM

(as illustrated herewith).

	£	s.	d.
5 ft. Oak Sideboard	15	18	6
Draw-out Oak Dining Table	6	15	0
Oak Adjustable Back Easy Chair	2	12	6
Oak Small Chairs at 30/- each.			
Oak Arm Chairs at 45s. each.			

## DRAWING ROOM

(as illustrated herewith).

	£	s.	d.
Stuff-over Settee	13	18	6
Lady's Easy Chair to match	6	17	6
Gentleman's Easy Chair in ditto	7	15	0
Antique-finish colour Mahogany Occasional Chairs, cane seats, loose cushions at 82s.6d. each	8	5	0
Mahogany Bureau	10	2	6
Mahogany Sutherland Tea Table	3	7	6
Mahogany Bookcase 3 ft. 6 in. wide	11	5	0

## BEST BEDROOM

(as illustrated herewith).

	£	s.	d.
Oak Bedroom Suite	28	10	0
4 ft. 6 in. Oak Bedstead	3	17	6
4 ft. 6 in. Wire Spring Mattress	1	15	0
4 ft. 6 in. Hair Mattress	4	0	0
4 ft. 6 in. Feather Bolster	0	12	6
29 in. x 20 in. Feather Pillows at 11s. 6d. each	1	3	0

## SECOND BEDROOM

(as illustrated herewith).

	£	s.	d.
Oak Bedroom Suite	19	10	0
3 ft. Oak Combination Bedstead	3	3	0
3 ft. Hair Mattress	2	15	0
3 ft. Feather Bolster	0	8	6
27 in. x 18 in. Feather Pillow	0	5	0

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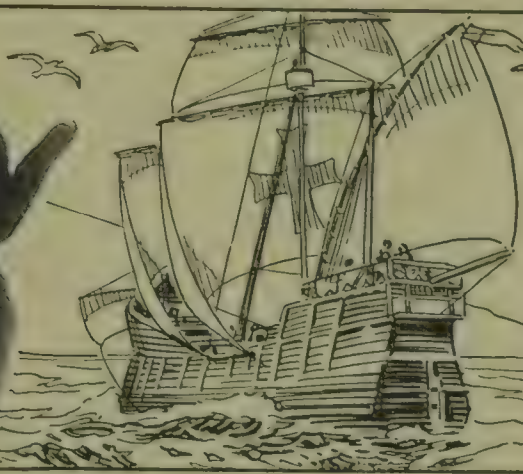
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# Thanks to Columbus

COLUMBUS is no doubt chiefly famous as the discoverer of America, but in 1493 he also discovered the West Indies, which were so named because he believed, when he first sighted them, that he had reached India by a Western Route.

Among these islands, and most beautiful of all, is Dominica, the home of the West Indian Lime industry. There are grown the perfect Limes which, with the finest refined sugar, make the most refreshing of all beverages — ROSE'S LIME JUICE. In every part of the world no beverage is more esteemed than

# ROSE'S LIME JUICE

The standard of purity and excellence, it possesses many health-giving, as well as thirst-quenching, properties. At mealtimes, at picnics, at the tennis club, on the cricket field—on all thirsty occasions—it has no equal.  
L. ROSE & CO., LTD., LONDON & DOMINICA, B.W.I.





*(Continued.)* paraphernalia in use. It is a great gamble, this blind groping under water. When the nets come in, after their journeys into a world which we shall never see, everyone crowds around breathlessly, ready for anything new and strange. After the trawl has been deposited in a tub of water, every inch of it must be carefully looked over, for some of the most extraordinary creatures are very small and almost transparent.

The colour depends to a large extent on the depth from which they are taken. There is the colourless zone, not far from the surface; here live countless millions of slender, arrow-like, swift animals, appropriately named *Sagittae*, and queer colonial *Siphonophores* forming aggregations, in which each organism has its special duty to perform.

Further down is the red zone, where, due to the absence of red rays, this colour must appear black to the denizens. At this depth all the animals are red, or have this as their dominant colour, such as wonderful scarlet crustaceans and squid, and delicate jelly-fish, so fragile that except for the areas tinged with red they are invisible. At the greatest depths black predominates in the pigment of the inhabitants. And it is here that grotesquerie runs riot, according to our standards of normality.

From this zone we have taken scores of beautiful little cyclothones in a single haul. These small fish have jaws reminiscent of those of some of the constricting snakes, for they can unjoint the lower one at will, in order to swallow disproportionately large prey. The interior of the mouth is furnished with rows of luminous photophores, so that presumably the gaping orifice of the advancing fish is rendered attractive to his prospective victim!

Another spectacular dweller in the depths is argyrolepeus, the silver hatchet fish. His head and body are strangely telescoped, giving him a profile like a Pekingese. His large scales flash with lovely reflections of silver and blue, and there are symmetrical groups of photophores along his

sides which he can dim or brighten. Here are found the pharynx fishes, a dozen different species, more or less alike, weirdly fashioned so

that they seem to consist entirely of mouths and tails. There is one fish that can swallow another considerably larger than himself, by means of a dis-

tensible stomach, which is quite transparent, so that his prey, whole and apparently unharmed, may be viewed from the outside as through a show window. There is an eel-like fish whose tremendously elongated jaws flare away from each other beyond any possibility of meeting, and another that dangles a luminous globe before his mouth at the end of a long filament springing from his head.

Here is an inexhaustible field for those with the desire to know "how" and "why." These incredible creatures, painfully secured from their eerie, horizonless world, would be beyond the inventive power of the wildest imagination. Every strange development and adaptation has its reason and fits into the intricate plan of multitudinous life. It remains for the scientist to piece together the fragments of fact which he can glean.

Already in my wireless despatches to the *New York Times* have been briefly described the high-lights of our finds brought up from the depths of the Sargasso in these weeks of preliminary work. Of them, and of the work of finding and studying them, I shall write more fully later.

As indicated above, it is our expectation to return to the Sargasso on our homeward way, probably in July. Just now we are refitting somewhat at Panama, adding some stores to our excellent equipment. After passing through the Canal, the *Arcturus* will proceed down into the Pacific, where we expect much that will be interesting in the study of the submarine life in the Humboldt Current. Also, we will again visit the Galapagos Islands, where we were two years ago, with several members of my present *personnel*, on the Harrison Williams expedition.

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IN MEMORY OF NEARLY 1500 KILLED OUT OF 17,000 WHO SERVED: THE WAR MEMORIAL OF THE UNDERGROUND RAILWAYS AND ASSOCIATED COMPANIES, WITH A GREAT PILE OF FLORAL TRIBUTES.

The War Memorial in the hall of the Underground head offices, at 55, Broadway, Westminster, was unveiled on June 10 by Field-Marshal Sir William Robertson, and dedicated by the Bishop of London. At a memorial service in St. Margaret's, Westminster, Canon Carnegie stated that nearly 17,000 men on the staff of the Underground, L.G.O., and associated companies enlisted for service; nearly 1500 were killed, and 283 decorations were gained.—[Photograph by Topical.]

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**"HUNTING AND ADVENTURE IN THE ARCTIC."**

By FRIDTJOF NANSEN.\*

**F**ORTY-THREE years and a few months ago, Fridtjof Nansen first adventured in Arctic waters, passenger-student in the barque-rigged Arendal sealer *Viking*; Master, Axel Krefting.

Ice was sighted on the eighth day: "Something white emerged from the blackness. It grew larger and larger, and gleamed still more white against a background black as night. . . . Another floe—several of them. . . . But what was this strange grinding, rushing sound away to the north? And this uncanny light? . . . The sky in the south was veiled by sombre clouds; but in the north this veil was illuminated from below by a white, shimmering glow which stretched from the north right across to the west. Though it was brightest down by the horizon, it was visible up to the zenith. This was the reflection of the white ice-fields upon the banks of clouds above them; and the sound . . . was the surf beating against the edge of the ice, and the floes grinding against one another in the swell"—a fitting prelude to a saga of the sea.

And as the ship sailed on, the northern lights; the weirdest of ghost-shapes; the shudder of the timbers as they forced through floes; the sweep and the scream of birds; the cold drift;

battered bows, with "wounds so deep that splinters of the pine wood planking under the greenheart sheathing stuck out, and only a few inches of pinewood remained intact"; groanings and creakings; the peril of the waves and the winds; the

the while a cheeriness not to be quenched, the chanty as sails were set, the simple games of leisure hours and the strenuous labours of working days: in the crow's-nest, perilously set fast to the maintop, the look-out man, telescope at eye, scanning the distance for navigable channels, for seals and for rivalcraft—where the hunter is, there may be the quarry!

The *Viking* was not lucky. Sealing always provides a major problem—the precise whereabouts of the seals at a given period. The search is a test of experience, watchfulness—and luck: "the honour of the seal-hunter is almost as much at stake as his livelihood. If nobody succeeds in finding the young seals, well and good; but if the others find them while you yourself fail to do so, it is felt an irretrievable defeat."

"The sealers must arrive at the edge of the ice sufficiently early in March to see the seals migrating in the water. The direction taken by the herds of seals as they migrate gives the sealers an indication of where the breeding-grounds may be sought. . . . But the whole matter is not as simple as it may appear on paper. The Arctic Ocean is large, and one year is not like another. The ice may form in extremely different ways, and the situation of the breeding-grounds may vary greatly from year to year. Nor is the migration of the seals in the water always to be relied upon. And, lastly, the ice may be compact and difficult to navigate in the region where the seals have settled down.

"It will therefore be easily understood that of

[Continued overleaf.]



THE REVIVAL OF A PICTURESQUE FESTIVAL AT BUXTON: THE BLESSING OF THE HIGHER BUXTON WELL, GAILY DECORATED FOR THE OCCASION.

The Vicar of Buxton recently performed the picturesque old-time ceremony of blessing the waters of the Higher Buxton Well. It was gaily decorated, and bore a Latin inscription ("Bless ye the fountains unto the Lord").—[Photograph by Topical.]

\* "Hunting and Adventure in the Arctic." By Fridtjof Nansen. Fully Illustrated from Drawings by the Author. (J. M. Dent and Sons; 15s. net.)

rush of the crew from side to side as they hurled themselves against the bulwarks to roll the vessel that she might break the ice around her—and all

compact and difficult to navigate in the region where the seals have settled down.

"It will therefore be easily understood that of

[Continued overleaf.]



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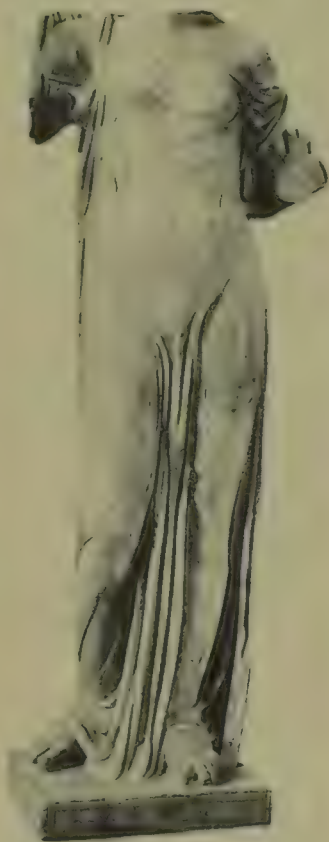
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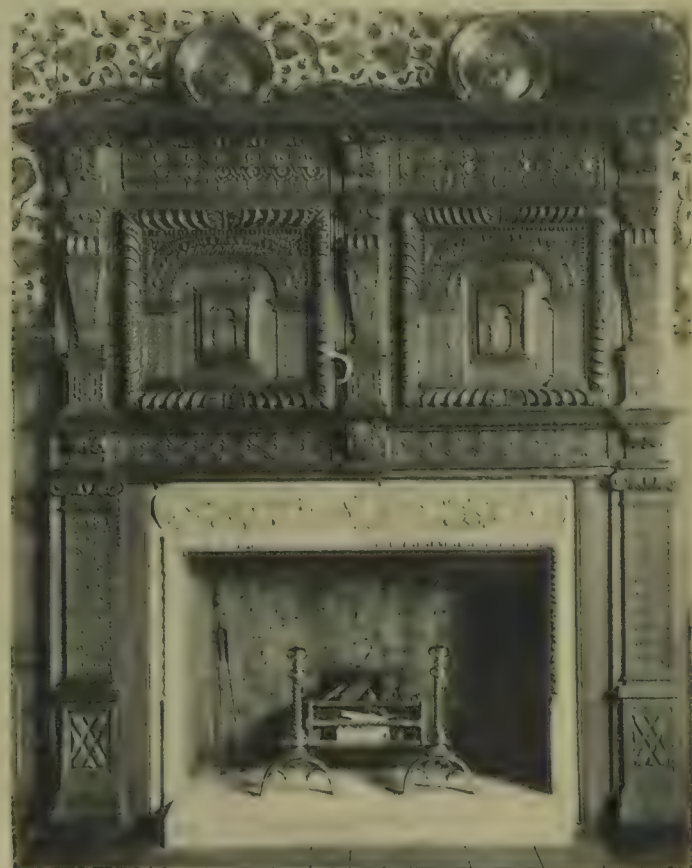
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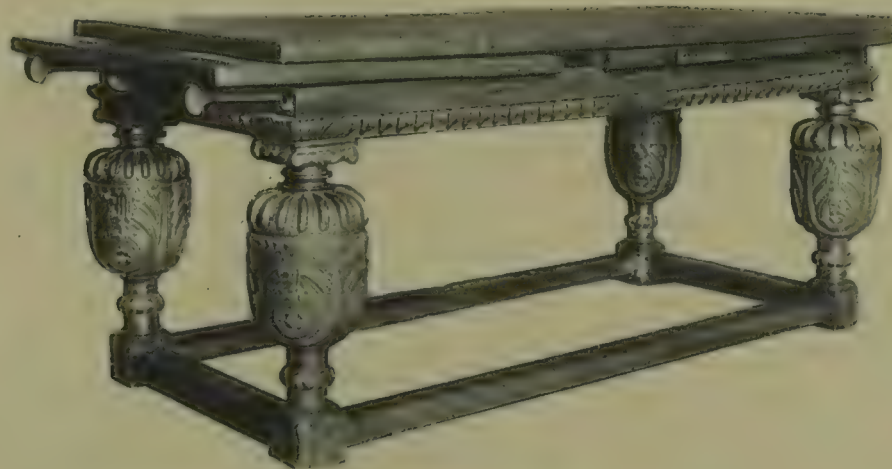
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the many ships that used to seek the breeding-grounds every year, only a minority found their way thither. In hardly any year did all enter the breeding grounds. A successful Arctic navigator was one who reached the breeding grounds in the greatest consecutive number of years. This was the test of a man's worth. But there were many unfortunate skippers who entirely failed to get there, and the seals lie so locally on the breeding grounds that as a rule their ships caught no 'white coats' at all."

What this means is well shown by the *Viking's* record in the particular year under review. With much difficulty, she "bagged" a few saddlebacks; while "the *Nova Zembla* was loaded as full as she could hold, and had no room for all the skins she had piled up on the ice. The *Vega* had a full cargo, the *Capella* was nearly loaded, and the *Albert* had got 14,000 skins, which was one of the largest cargoes anybody had ever heard of on a Norwegian ship. The *Hekla* had 10,000 or 12,000 skins, and the *Kap Nord* herself had 6000. There were both young and old seals, for the breeding grounds had been frozen up, so that the old seals could not escape into the water, and young and old were clubbed together on the ice. That year," remarks the writer, "was almost unique in all the history of our sealing, on account of the huge aggregate catch of young seals which the Norwegian sealers brought home to Norway. According to official statistics, the total was no less than 83,200 young seals"—coveted for the oil-yielding blubber and for the skin which is tanned and used as leather.

It was the same when she pushed on to the attack of the bladdernoses: under two thousand were taken.

Probably Nansen was not as displeased as he would suggest; for he was by no means enamoured of the slaughtering. "On the whole," he comments, "it is a trade that has no ennobling influence on the emotions of the men." His interest, indeed, was far less in the killing and the curing than in the mysteries of the migrations, matings, motherings, and moultings; in the curiosities of currents; in the ways of the birds and the bears and the whales; and

especially, of course, in the general characteristics, the habits and the structure of the saddleback—the Greenland seal—and the bladdernose—the hooded seal.

Of each he has much to say. Let us note peculiarities.

The saddleback, so called from the saddle-shaped black patch on its grayish-white sides, is a sociable beast; and amongst its particular points of interest is the fact that "it is said to be able to dive down to incredible depths. Thus, off Rödöy in Helgeland, several seals were captured in nets at a depth of 100 fathoms, and according to Robert Collett a saddleback was actually caught on a hook of a set line 150 fathoms beneath the surface of the sea near Vardö. It is difficult to conceive how a lung-breathing mammal could sustain the pressure at such a depth, e.g., in this case about twenty-eight atmospheres. Amongst other things, a powerful muscular system is needed in order to close the nose and mouth so firmly that the water cannot penetrate into the lungs at such a depth." Further: "the saddleback sleeps on the ice, and its sleep is remarkable. At intervals of a few minutes it opens its eyes, lifts its head, looks around, and then takes another forty winks. It is possible that this takes place quite automatically and unconsciously, but if any danger is discerned the animal is at once wide awake. . . . The seals certainly sleep in the water also, but during the time when they are thin this must be difficult, since they have to work continually in order not to sink."

So to the bladdernose, a shy, unsociable creature belonging to a special family related to the sea-elephant of the Pacific and the South Sea, and now, to a great extent, left in peace, the value of oil having fallen! "The nasal region of the comparatively broad head is markedly developed in breadth, and the snout is covered by a loose, elastic skin, which in the adult male can be inflated into a large hood, and forms a cushion over the entire nose and face. . . . Several writers have maintained that the hood mainly serves as a reservoir of air during diving. This sounds plausible, but, in that case, it is strange that the hood

is only developed in the adult male. Surely the females and young males would need it just as much in the deep sea. . . . As the hood is only fully developed in the full-grown male, it is doubtless more probable that it was originally a sexual character, somewhat similar to the antlers of the stag, and the great horn of the narwhal. It may either have been a kind of adornment . . . or it may have served as a protection for nose and head when the males were fighting for the females. When angry, or defending itself, or attacking, the bladdernose usually inflates its hood."

As a swimmer it is powerful enough to jump from the water on to a high floe or hummock. "Sealers say," Nansen remarks, "that it can jump more than two metres above the surface of the water, but I myself have not seen it jump quite so high."

There we must leave "Hunting and Adventure in the Arctic," with the assurance that none can fail to find it unusually provocative of thought and interest. Some will shrink at the whistle of the bullet and the thud of the clubs, at the skinning and the flensing, just as Nansen himself recoiled; but they will be all the more attracted to the rest, to the stirring story of the stubborn seals and the still more stubborn ice.

E. H. G.

This year marks the 350th anniversary of the world-famous distillery of Erven Lucas Bols, famous for liqueurs and spirit. The business, which is one of the oldest in existence to-day, had its beginnings in 1575, when Lucas Bols began distilling in a wooden shed outside the gates of Amsterdam. The townsfolk knew it as "t Lootsje" (the shed), and when, in 1612, the town's boundaries were extended and included the distillery, the name continued to hold, although the original shed had given way to a more pretentious-looking building of stone. On the death of the founder, the business was carried on by his heirs, and in 1815 the name was revised to its present form of Erven Lucas Bols (the heirs of Lucas Bols), but still known as "t Lootsje." To-day, Bols liqueurs and Very Old Gin are famous throughout the world.

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## RADIO NOTES.

A REMARKABLE invention of considerable interest to broadcast listeners is promised for use in the near future. The apparatus is known as the "Wireless Self-Starter," and with its aid any valve receiving set fitted with the device will be switched on automatically by radio waves issuing from the local broadcasting station either during regular transmissions or at any other time of the day or night. The instrument is simple in construction, and its chief parts consist of a permanent crystal detector connected to two relays which cause the valve current to be switched on directly the broadcasting station commences to transmit. Further particulars are given in the last but one issue of the *Wireless World*, which describes how the feeble currents picked up by the aerial are sufficient to enable the sensitive relays to function, thereby completing another electrical circuit of greater strength which brings the receiver into action.

That broadcasting has become a powerful influence in the daily life of the nation is now very evident from the large amount of space devoted to the subject by nearly all of the daily newspapers. One remembers the time, not long ago, when most papers printed the wireless programme in the tiniest type, with the items and times so condensed as to be almost unintelligible. At one period, in fact, programmes were boycotted generally, until an enterprising evening newspaper, foreseeing a splendid opportunity to increase sales, surprised everyone by issuing special placards: "To-Night's Wireless Programme." Copies of the paper were bought eagerly by many of the public who hitherto had not taken that particular one. Since then, however, daily journals have realised the value of catering to the requirements of broadcast listeners, of whom there are now over a million and a quarter with licenses, in the same way that readable matter is provided for those interested in other pastimes.

This summer, for some unknown reason, the nightingale is not entering into the spirit of broadcasting to the extent it did about this time last year. On that occasion its song was heard very soon after the 'cello was played, but on the first attempt this year practically nothing

was heard, although a night or two later the experiment met with greater success. Is it possible that the birds, having become accustomed to the 'cello, need a stronger musical lure, such as the



FIRE AT A SEASIDE RESORT DURING THE HEAT WAVE PROVIDES A COUNTER-ATTRACTION TO THE WATER: THE BURNING OF THE TOWN HALL AT HERNE BAY WATCHED BY INTERESTED VISITORS.

Holiday makers at Herne Bay had an unseasonable thrill on June 12, when the large public building known as the Town Hall caught fire. Despite the heat wave, however, many visitors put off the cooler delights of bathing in order to watch the efforts of the firemen.—[Photograph by Sport and General.]

Savoy Band, for example? It would be interesting in connection with these experiments if other

instruments could be tried—perhaps a flute, violin, or an alto saxophone.

The B.B.C. is presenting many novelties this summer, which include transmission to listeners all over the country of the "atmosphere" of seaside resorts—the bands, Pierrots, and other sounds. Last week Chelmsford transmitted the strains of the band playing in the Winter Gardens at Margate.

On June 29, sounds will be broadcast from the River Thames. Listeners may expect to hear characteristic river sounds—the splash of oars, songs, music, and possibly the twittering of birds. Indeed, the programme from some other broadcasting station may be heard as it issues from a loud-speaker installed on a houseboat or other craft bearing a portable radio receiver.

When the new high power station at Daventry is opened, probably on July 30, its transmission will be capable of providing crystal reception over an area populated by about twenty-five million people.

Those readers who may not have made the experiment already should try the effect of listening to the loud-speaker placed out of sight in the room. A more intense realism of the items broadcast seems to be conveyed in this way than is obtained when staring at the instrument, as most people do. It is a good plan, too, to hide the receiver, if only by a silk curtain; then one seems to hear the original sounds.

Whenever a valve set using bright valves has to be left at home during a holiday of a month or so, it is advisable to pour away the contents of the accumulator and refill it with boiled water, until required for use again, when it should be sent to be re-charged, with instructions to refill with acid. Alternatively, arrangements might be made to lend the accumulator to a friend with a valve set, who would use the current and re-charge as necessary.

If it is convenient to include a valve-receiver with the holiday luggage, the valves should be removed from the sockets, packed in cotton wool, and placed in a container that is not likely to be bumped about during the journey. At the holiday resort, arrangements could be made, no doubt, with the local wireless stores for the hire of a suitable accumulator. A high-tension battery, if not already contained inside the receiver, could be purchased for a few shillings.

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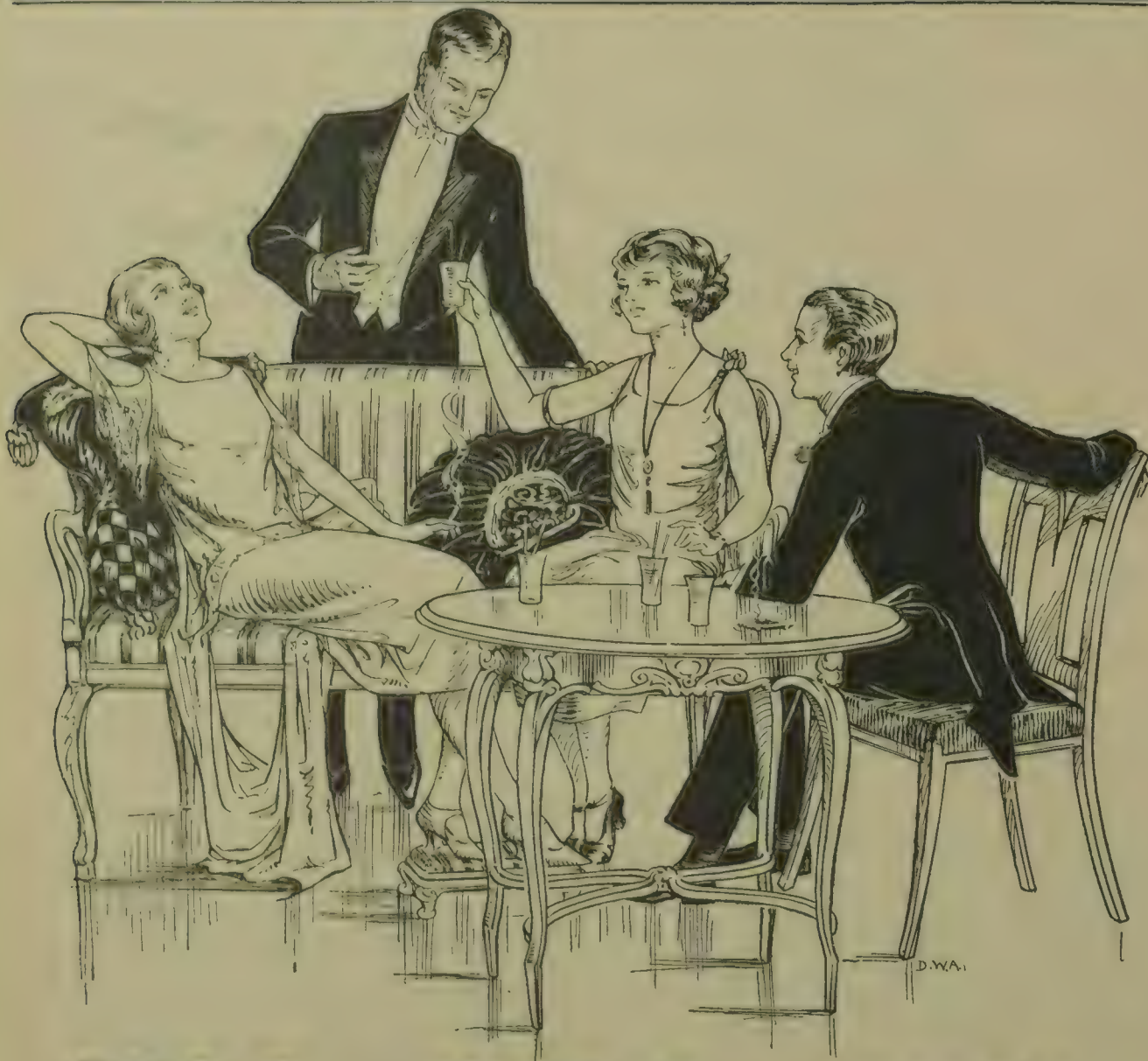
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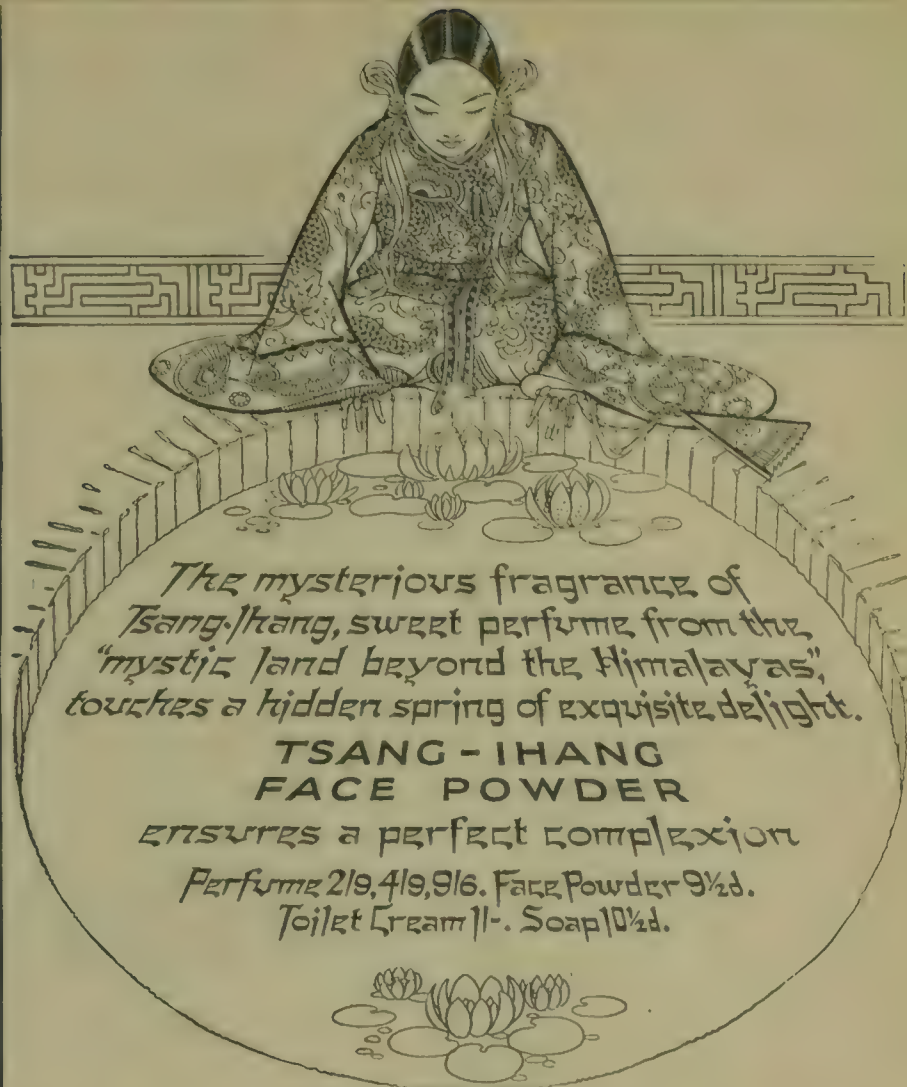
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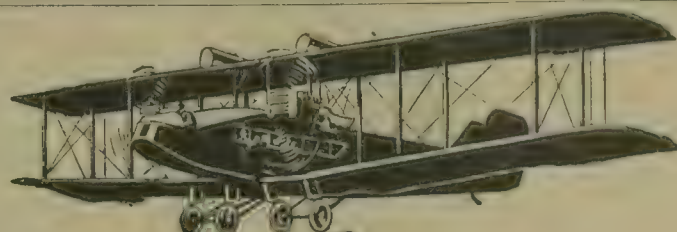
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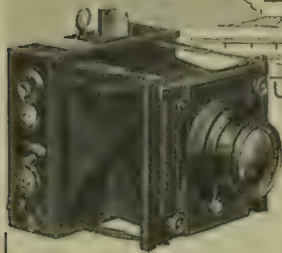
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Wonderful  
Progress in the  
United States.

One cannot help thinking of Jules Verne in reading the report on Highway Transport prepared by the American section of the International Chamber for presentation to the Brussels Congress. It is a striking illustration of the rapidity with which the modern material civilisation in which we live changes. The report shows that the automobile has not only profoundly altered the lives of the majority of people, but has directly added billions of dollars of wealth to the resources of the United States. In 1900 only a few hundred automobiles existed in America, and their use was a luxury limited to a few. To-day more than 17,500,000 motor vehicles for the transport of persons or merchandise perform a function essential to modern life. It is calculated that some 8,000,000,000 dollars are spent annually for cars, gasoline, tyres, repairs, and garage items. Any such expenditure on a mere luxury would have had an adverse effect upon the economic

during the period of its great advance bank deposits in the United States, building and loan investments, and life insurance in force have doubled, trebled, and in some instances nearly quadrupled.

One Car to  
Every Seven  
Persons.

There is one automobile to every seven persons in the United States, and this splendid showing is directly attributed in the report to the very low taxes imposed upon automobiles by the Government authorities in America, so as not to interfere with the expansion of motor-car use. The wisdom of this policy is shown to-day in the large gross revenues derived from a very low average tax per car. Here are some figures from the report: More than 4,500,000 automobiles were in use on the 6,500,000 farms in the United States, and motor transport has revolutionised the schooling and medical facilities of the rural populations. More than 144,000 doctors use automobiles to visit their patients. In some States as high as 90 per cent. of all farm produce is delivered by motor, and in the neighbourhood of large towns the establishment of roadside markets has enabled city dwellers to reduce the cost of living by going out and buying direct from the producer.

Highway  
Transport a  
National Asset.

The general stimulation of production and trade directly traceable to the automobile, however, far outweighs the advantages derived by any specific section of the community. The road-building industry has attained mammoth proportions, and yet it is estimated by the United States Government that all the cost of highway development has been directly

compensated in the accretion of wealth to the property served, both urban and that along the right of way. Touring has become a movement of international



FITTED WITH WIRELESS INSTALLATION: A 24-55-H.P. WOLSELEY LANDAULETTE USED BY DELEGATES TO THE SUMMER MEETING OF THE INSTITUTE OF ELECTRICAL ENGINEERS

prosperity of even so wealthy a country as the United States, and no better proof of the essential necessity of the automobile can be adduced than the fact that



EQUIPPED WITH 1925 ALL-WEATHER DISAPPEARING WINDOWS: A 12-25-H.P. HUMBER OUTSIDE A FINE OLD WARWICKSHIRE BUILDING. The building seen in the photograph is the Riding School on the Stoneleigh estate, belonging to Lord Leigh, of Stoneleigh, in Warwickshire.

economic proportions, and millions of men and women take their vacations touring. Thus national and international understanding is promoted, as also is homogeneity of thought. The stimulation of hotel, restaurant, and kindred industries has followed. Finally, an important market has been opened in the United States for raw materials of other lands, rubber, aluminium, copper, and cotton being imported in large quantities by the American car manufacturers.

The report then refers in detail to the motor's part in the national transportation system. Obviously it is as a unit of transportation that the motor passenger vehicle and the motor-truck assume their greatest importance. Experience in the United States has conclusively proved that the main railway lines can carry a load much greater than they normally handle. So it is as a feeder, as a supplement to the main lines of railway transportation, that the motor truck and motor-passenger vehicle exercise their greatest usefulness. It has been found that the loss of certain local traffic by the railroads through motor competition

[Continued overleaf.]

## Why a Renault bought now will Increase in Value

Because a Renault is "built to last" its percentage of depreciation is lower than that of any other car on the road. This is a quality which will make a Renault bought NOW at Pre-Budget price actually worth more when the McKenna duties are reimposed. This fact is so fully appreciated that our stock of Renault models at Pre-Budget prices is rapidly diminishing. To choose a Renault now is to make a sound investment.

We guarantee that all orders accepted at present prices will not be affected by retrospective duties if such are imposed.

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"Built to Last a Lifetime."

8.3 h.p. 3-Seater Cloverleaf, £219;  
8.3 h.p. 2-Seater, with Dickey, £219;  
8.3 h.p. 4-Seater Torpedo, £232;  
8.3 h.p. 4-Seater Saloon, £275;  
13.9 h.p. English Torpedo, £450;  
13.9 h.p. English, 3-Coupe, £525;  
17.9 h.p. Torpedo £585; 26.9 h.p.  
Chassis, short, £735; long, £775;  
45 h.p. Short Chassis, £1000; Long  
Chassis, £1050; Sports Chassis, £1250.

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RENAULT LIMITED. Showrooms: 21, Pall Mall, London, S.W.1.  
Head Office & Works: 20, Seagrave Road, West Brompton, London, S.W.6.

\*Phone—Showrooms: Regent 974. Works: Western 953.

### WORLD'S RECORDS (ALL CLASSES)

3 hours	Average speed,	105.6 m.p.h.
6 hours	" "	97.9 m.p.h.
500 km.	" "	105.5 m.p.h.
500 miles	" "	103.6 m.p.h.
1500 km.	" "	96.9 m.p.h.
1000 miles	" "	96.9 m.p.h.
2000 km.	" "	97.5 m.p.h.
1500 miles	" "	97.5 m.p.h.
2500 km.	" "	97.5 m.p.h.
3000 km.	" "	96.9 m.p.h.
2000 miles	" "	96.9 m.p.h.
12 hours	" "	97.5 m.p.h.
24 hours	" "	87.6 m.p.h.

The above records were established by an absolutely Standard 45 h.p. Renault fitted with back axle ratios for track work, and a large capacity jet to the standard Renault carburettor.







Fiat range of models  
comprise:

10/15 h.p., 15/20  
h.p., 20/30 h.p.  
(6 cylinder), 40  
h.p. (6 cylinder).  
Prices from £280.

Standard equipment for  
every touring car and  
chassis, except the Popular  
Model, includes: Electric  
Lighting Set and Starter,  
5 Lamps, Clock, Speedo-  
meter, Spare Wheel and  
5 Michelin Tyres. Any  
type of coachwork  
supplied.

## THE APOTHEOSIS of Fiat unrivalled experience and recognised as the finest example of advanced automobile design. 40 h.p. Six Cylinder Model.

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**The Car of International Reputation**

### WARNING.

With every Fiat car a  
full guarantee is issued  
by this Company. Every  
purchaser should obtain  
this guarantee and see  
that it bears the chassis  
and engine numbers of  
the machine purchased.  
The public is warned not  
to purchase a car with-  
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Wires— "Fiatism, Piccy,  
London."

WORKS— WEMBLEY,  
MIDDLESEX.  
FIAT (England)  
LIMITED



(Continued)

has been more than offset by new traffic created through motors acting as feeders reaching territory hitherto unavailable to railroad transport, and by the new traffic created from the direct movement of automobile parts, finished cars, petroleum, and road materials.

#### Demands for Traffic Courts.

One of the most striking conclusions is the statement that special traffic courts, both city

and rural, should be established for the prompt and effective handling of cases arising from traffic regulations. Especially does the report demand that reckless driving and any other flagrant disregard of the rights of others by any user of the streets or highways should be vigorously and incessantly prosecuted. The remainder of this highly interesting report is of a somewhat technical character, and deals with the co-ordination of transport agencies. The report points out that, prior to successful operation of the motor vehicle, the function of the highways, after their eclipse by the railways, was purely a local one. Now they have returned to the major position in national communication facilities. The war gave great impetus to the use of the motor-truck, and, although its advocates rather over-estimated the services it could render in civil life and a reaction ensued, its proper sphere of activity has now been defined.

The fifth and concluding chapter of the report deals with the relations between the public, the motor users, and the authorities. To the bicycle is given the credit for having initiated the good roads movement to which such enormous impulsion has been given by the motor-car. As public use of the automobile grew, so did public interest in good roads increase.

This meant a constant demand for expenditures and for new mileage. Careful surveys were inaugurated, and to-day the highway policies of America rest upon a rational basis of economic fact.

#### Working for the Common Good.

A very significant feature of this report is the fact that in the United States extraordinary progress has been made in bringing together, for joint

The report, to which is appended a list of American organisations studying highway and motor transport development and an excellent bibliography of the subject, concludes by referring to the large number of national conferences that have been held on questions of construction, maintenance, education, safety, economic and other related phases of motor transport, participated in by hundreds of organisations. The discussions of the Highway Transport section of the International Chamber of Commerce, which will be a notable feature of the Brussels Conference, are another important contribution to the subject, which will unquestionably have a great influence since they will make available the combined information and experience of all the countries of the world.

#### International Motor-Boat Contests.

In the eliminating trial for the Duke of York's Trophy for international motor-boat races, held on the Thames on Saturday, June 6, an exciting struggle was witnessed. The course, comprising four rounds between Putney and Mortlake, amounted to thirty-one sea miles, and nine boats of the one-and-a-half-litre class competed. In the result, *Bulldog*, a Brooke boat, with a Brooke engine, owned by Mr. O. Harcourt Smith and Mr. Hugh Travis, was first; Captain Woolf Barnato's *Ardenrun Minor*, a Saunders boat with Sunbeam engines, second; and Mr. E. Johnston Noad's *Miss Betty*, a Macrow designed boat with Aston Martin engines, third. *Bulldog* and *Ardenrun Minor* ran away from their competitors at the commencement of the race, and maintained a lead and a thrilling struggle between themselves for first place until the end. *Bulldog's* average speed was 30.8 knots, and

(Continued overleaf.)



IN THE SHELLEY WALSH HILL-CLIMB: THE NEW ALVIS FRONT-WHEEL DRIVE RACING CAR.

In this famous annual event, Alvis cars on this occasion were particularly successful, winning the President's Cup for best performance of standard touring cars—making the fastest time of all cars up to 1½ litres, and tying for second place for fastest time of the day of all cars irrespective of size, being only two-fifths of a second slower than the fastest. This front-wheel-drive car is an experimental model, but is proving so successful that a day may come when all cars will be similarly driven. Its great advantages are—its power of holding the road, stability, efficiency, and cheapness of construction.

study and analysis of the problems of highway transport, all of those concerned in its solution. Thus Government, public, and private organisations, all co-operate to such an extent that all the best brains in America are working together, whereas formerly they used to pull apart.

Noad's *Miss Betty*, a Macrow designed boat with Aston Martin engines, third. *Bulldog* and *Ardenrun Minor* ran away from their competitors at the commencement of the race, and maintained a lead and a thrilling struggle between themselves for first place until the end. *Bulldog's* average speed was 30.8 knots, and

## 12/23 UNIC SALOON.

### COACHWORK

A FINE example of an All-British Built Saloon, combining comfort with grace of line.

EACH coach can be painted in tasteful blending of colour to suit individual desire.

UPHOLSTERY in leather or Bedford Cloth to choice.

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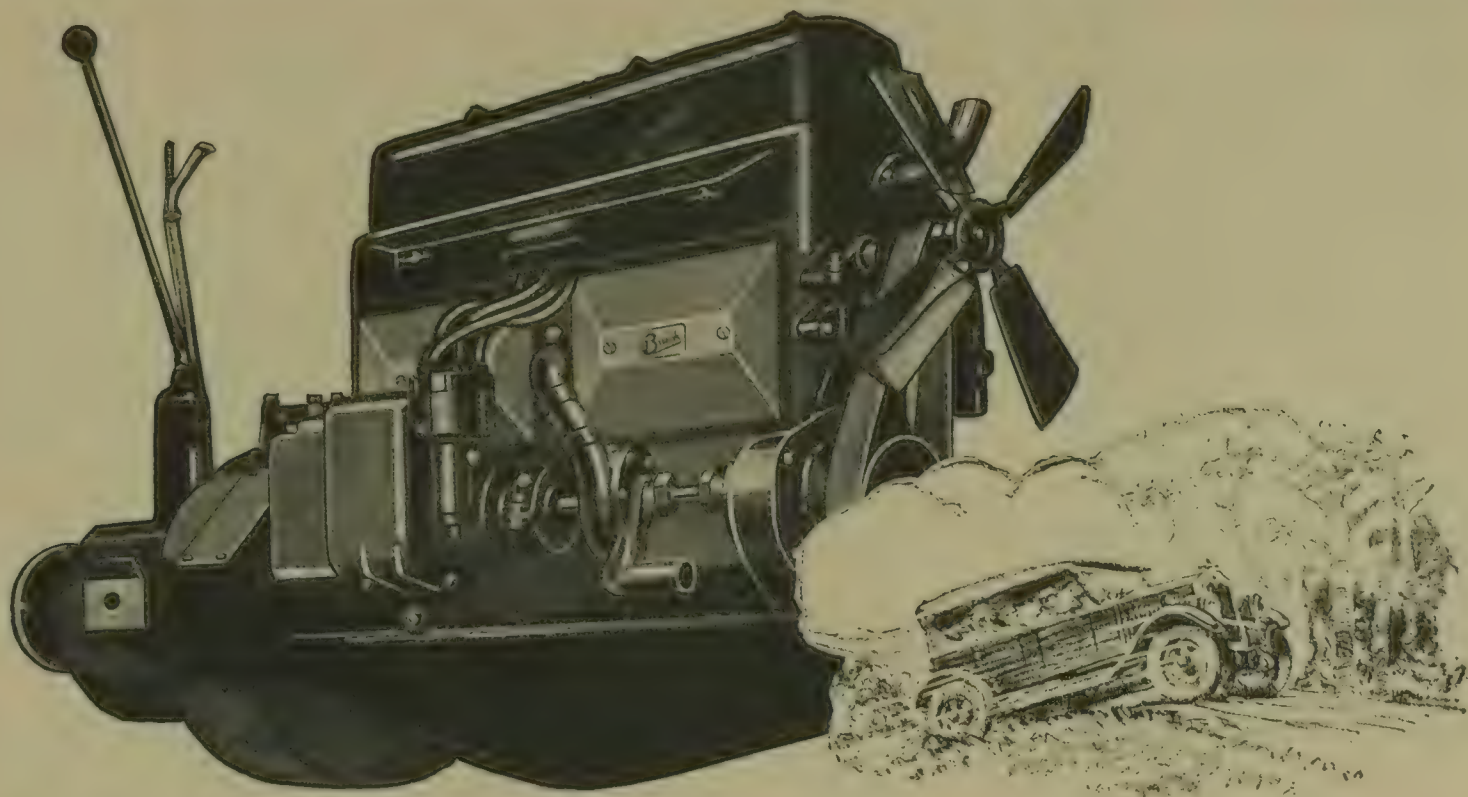
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PLEASE SEND FOR FULL PARTICULARS.

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## Mighty Power—Perfectly Balanced

Dominating hills—making light of miles—the Buick engine meets superbly every demand for power and acceleration.

Valve-in-head construction—used by Buick for more than twenty years—transforms into active energy each atom of petrol that enters the cylinders. There are no side-pockets in which unburned fuel may lodge.

Six cylinders give velvety smoothness and light ning acceleration. From a pace of two miles an hour on top gear, the Buick will flash to sixty-seventy without effort. Unusual alacrity in traffic is a result, enabling the Buick owner to drive through crowded city streets at a consistently fast rate.

On the coldest morning the Buick engine will start in a few seconds, reaching top efficiency at once. This is a result of Buick's utilizing the hot gases from the exhaust to warm the fuel mixture before it enters the cylinders. The amount of this heat is controlled (1) manually, from the instrument board of the car, and (2) automatically, to vary with the engine speed. Minimum fuel consumption is a further product of Buick's advanced method of carburettor heat control.

The Buick engine never overheats, even on the steepest mountain grades. A centrifugal force-feed water-pump, a radiator of large capacity, and ample jacketing-space around the cylinders keep

the power plant efficiently cooled at all speeds and under all loads.

The extraordinary smoothness of the Buick engine is attained by the long piston stroke, off-set pistons, extra large bearing surfaces, balancing of all reciprocating parts, and a system of force-feed lubrication which drives oil to every part that is subject to friction. This smoothness is accentuated for the Buick owner by the velvety multiple-disc clutch, the noiseless gearing, and the completely enclosed universal joint and drive shaft.

Truly the "heart" of the Buick car, the Buick six-cylinder engine stands alone, unsurpassed in the estimation of motorists. A million and a quarter Buicks have been built; and to this impressive total is being added many thousand new Buicks monthly—bought and used by owners who know the satisfaction that results from silent, smooth power which is equal to any emergency, and can be relied upon day-in and day-out, under all conditions of road and pace.

**20 h.p. 6-Cylinder Tourer, £355. Saloon, £498. 27 h.p. 6 Cylinder Saloon, £675.**

**Buick authorised dealers serve you best.**

GENERAL MOTORS LIMITED, EDGWARE ROAD, THE HYDE, LONDON, N.W. 9





Continued

Ardenun Minor's, 30.28, a minute and a half separating these two boats at the finish, with three-and-a-half minutes' lead over Miss Betty. These three boats now comprise the British team to compete



A CAR TAKES TO THE WATER! A BRITISH-BUILT OVERLAND DE LUXE DESCENDING A FERRY AT MAHE, ONE OF THE REMAINING FRENCH SETTLEMENTS IN INDIA.

for the Duke of York's Trophy over the same course on Thursday, June 18, and Friday, June 19.

In a special scratch race for one-and-a-half-litre boats over a course of fifteen sea miles, also run on Saturday, another notable success was scored by a Sunbeam-engined boat. This was Mrs. E. Johnston Noad's *Miss Empire*, which won the race at the very creditable average speed of 29.16 knots.

**Fiat Victories.** The race up Mont Cencri, near Lugano, which was the first motor event of the year to be held in this part of

Switzerland, was rendered exceptionally difficult by reason of heavy rain, which fell from beginning to end. The distance to be covered was 6 1-5th miles, of which one half was in the mountains, and only the extraordinary skill of the drivers and the stability of the cars prevented serious accidents. Among the racing cars the Fiat 501 SS, driven by Lepori, was the fastest in the 1500 c.c. division, and was only a few seconds slower than the fastest car of the day. In the 2000 c.c. class, Merz, on a Bugatti, was first. Among the fully equipped touring cars the fastest in the 1500 c.c. division was a Fiat 501 driven by Rinaldi. The winner in the 1100 c.c. division was Martinelli on a Donnet-Zedel. The respective winners in the 2000, 3000, and 5000 c.c. classes were Kesslev on an Ansaldo, Abd-el-Monheim on a Lancia, and Visconti on the same make of car.

#### Sunbeam Wins at Skegness.

Another outstanding success was scored by the Sunbeam car at the Skegness speed trials on Monday, June 8, when Captain Malcolm Campbell easily won the chief event on his twelve-cylinder model, and thus retained the Earl of Scarbrough's challenge cup. Last year Captain Campbell's Sunbeam created a world's record on Pendine sands, his highest speedometer reading being 168 miles an hour.

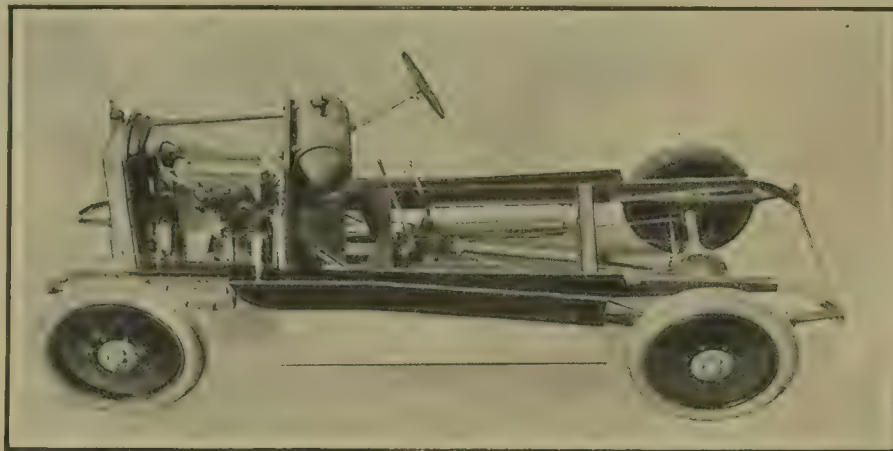
I have received the following from Messrs. Renault, Ltd., which I print with pleasure. "Whilst thanking you for your courtesy in reproducing a photograph of the 45-h.p. Renault in your issue of May 30, we would like to call your attention to an inaccuracy in the caption which appears below the block. You state that the Renault established world's records in its class. We would like to point out that the records set up by this car were world's records in every class. Further to these four world's

records, this car, on June 3 on the Montlhéry Track, established more world's records, all classes, as follows—

	Time.	Average Speed.
1500 kilometres	9 hrs. 34 min.	96.9 m.p.h.
1000 miles	10 " 16 "	96.9 m.p.h.
2000 kilometres	12 " 39 "	97.5 m.p.h.
1500 miles	15 " 20 "	97.5 m.p.h.
2500 kilometres	15 " 51 "	97.5 m.p.h.
3000 kilometres	19 " 10 "	96.9 m.p.h.
2000 miles	20 " 34 "	96.9 m.p.h.
1891 kilometres	12 " 0 "	97.5 m.p.h.
3384 kilometres	24 " 0 "	87.6 m.p.h.

#### Road Racing Prospects.

The Bill for legalising road racing, under certain conditions, in England is pursuing its progress through the two Houses of Parliament. Of course, it has a long way to go yet, since it still has to pass through its Committee and Third Reading stages, but there seems to be every hope of a fair passage for it. After all, having regard to the clauses safeguarding the rights of the public and local authorities, it may almost be described as a non-contentious measure, and, as such, has a reasonable chance of becoming law. I hope it will, because I am a firm believer in road racing as



THE MECHANISM OF A MOTOR-CAR: THE NEW 14-H.P. ARMSTRONG-SIDDELEY CHASSIS.

a means for improving the car, and also as a sport. I refuse to think that the British public would not flock to see properly regulated road races. W. W.

## "Interleaving" the only cure for this.

ONE good job leads to another. A very satisfied customer of ours who had used Ferodo Interleaving on another car cured a very pronounced "bounce" by fitting this wonderful shock damper.



This is an extract from the report (which can be seen at our offices):—"When going over bad roads, body struck rear axle. Shock Absorber fitted with little or no improvement. In view of owner's previous experience of Ferodo Interleaving he decided to fit 'Interleaving' on this car also. Trouble entirely eliminated."

Ferodo Spring Interleaving preserves or renews the original resiliency of the springs, keeps them free from breakages and ensures smooth riding over rough roads.

# FERODO

## SPRING INTERLEAVING

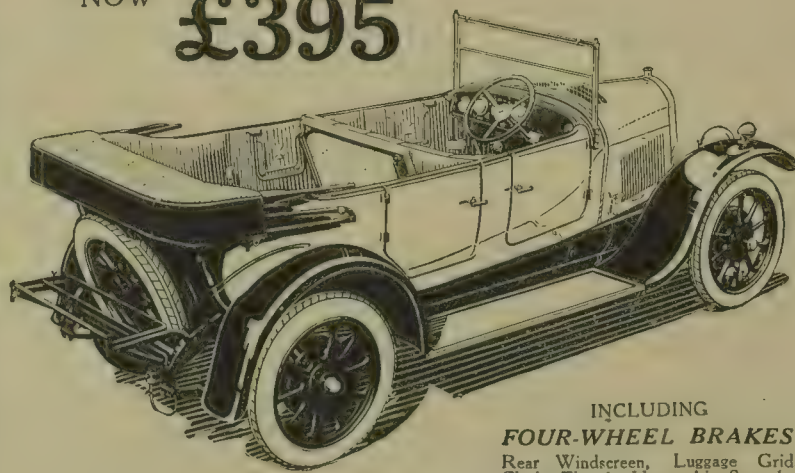
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Rear Windscreen, Luggage Grid,  
Clock, Electric Horn, Air Strangler,  
Gabriel Snubbers for rear springs.

# Crossley 14

(R.A.C. Rating 156)

## A better Car at a Lower Price

THE price of the Crossley 14 h.p. five-seater is now £395. A greatly improved car at a lower price.

Cleaner lines, more generous seating accommodation, four wide doors, increased equipment.

Over 50 m.p.h. At least 30 m.p.g. Ample power. Smooth, silent running. Exceptional top gear performance.

At £435 the Crossley 14 was admittedly extraordinary value. At £395, with full equipment, a better car in every respect, it is quite unequalled.

#### PRICES:

Five-seater Touring Car - £395  
Saloon (4 doors) - £560  
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All models fitted with four-wheel brakes.

#### Other Models

19'6 h.p.  
A beautiful car with a very fine road performance. The car which broke all R.A.C. Certified Trial Car Mileage Records. From 5 to 60 m.p.h. on "top." From £750.

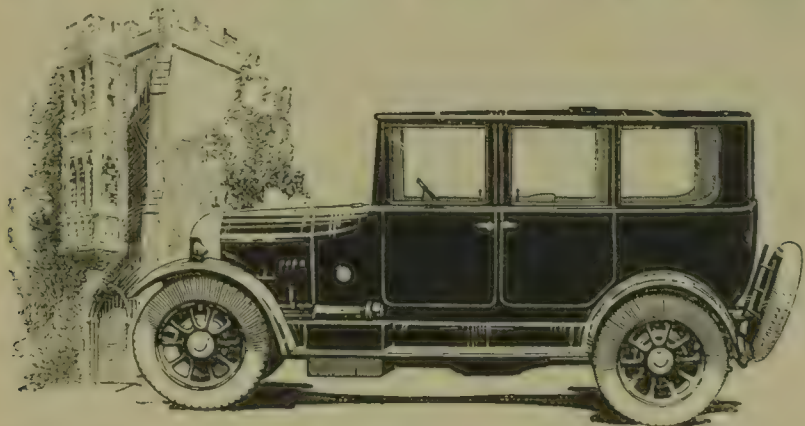
20/70 h.p.  
Guaranteed speed 75 m.p.h. A unique car with every advantage of a sporting model—but none of the vices. From £860. Special catalogue on application.

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## STILL THE BEST VALUE



The 14/28 h.p. Morris-Oxford 4-door, 4-seater Saloon is equipped with front-wheel brakes, Dunlop Cord Balloon Tyres, and every necessary accessory. Fully insured for one year and including the choice of four coachwork colours, its price is £385

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Cool dustlessness in summer; in winter grateful warmth. And at all times perfect comfort—mental as well as physical. For with a Morris Enclosed Car one buys that Peace of Mind that is the accompaniment only of a product that has behind it the experience of years of motor-car making.

The new enclosed models on the 11.9 h.p. Morris-Cowley chassis create a fresh standard in closed-car values. The Saloon costs but £250, the fixed head Coupé £210. Both are fully equipped with every necessary accessory, including even automatic window winders.

And for sheer luxury the Morris-Oxford models, with their noiselessly powerful 14/28 h.p. engines, superb springing, Balloon Tyres, four-wheel brakes, and lengthened chassis, have no competitors in their class at any price. Ask any Morris Owner.

Then, again, all Morris Cars are fully insured for one year at their catalogue prices—a saving of approximately £12.

### MORRIS-COWLEY PRICES

11.9 h.p. Morris-Cowley Two-seater	£175
Occasional Four-seater	£185
Four-seater	£195
with blue or grey coachwork to choice.	
Coupé	£210
Saloon	£250
coachwork in blue. Fully insured for one year and fully equipped.	

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14/28 h.p. Morris-Oxford Two-seater	£260
Four-seater	£285
Coupé	£305
Cabriolet	£365
Saloon	£385
Landauette	£395
Fully insured for one year and fully equipped. Choice of four colours. Without front wheel brakes £10 less.	

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To assist those who have difficulty in finding Garage accommodation Morris Motors Ltd., supply robust fireproof motor houses for Oxford and Cowley models at £17-17-0 and £15 respectively. Write our motor house dept. for particulars.

# Viscount Curzon's Appreciation of the New Three-Litre Sunbeam

This copy of a letter recently received gives the impressions of the well-known motorist M.P. after a trial of the new Three-Litre Sunbeam.

The Sunbeam Motor Car Co. Ltd.

23rd April, 1925

Dear Sirs,

You have asked me to give my impressions upon the general performance of your Three-Litre Sunbeam Car, which I need hardly say that I do with the greatest possible pleasure.

Perhaps, as a preliminary, I should explain that I started driving motors in 1898, working in those days as a small boy in a French Garage, since when I have driven practically every known make of car, and have driven very many hundreds of thousands of miles both in this country and abroad.

I was more impressed by the all-round performance of your Three-Litre Car than any car I ever remember being in.

Its maximum speed as shown by circuits made on the Brooklands Track is over 95 miles an hour with the Car in ordinary touring condition. At the same time it was possible to handle the Car in ordinary London traffic on top speed with perfect ease and comfort.

The Car seems able to run quite comfortably and throttle down to about eight miles an hour, and to pick up to its maximum speed from that figure without the slightest effort, a performance unsurpassed by any other car I have ever known.

Another point which impressed me very much was the entire absence of any periodic vibration in the Engine. At no time did the Engine, even when running at a very high rate of revolutions, appear in any way to be making heavy weather of it. The acceleration was simply terrific and far beyond anything that I have ever driven.

The Car struck me as being quiet, and appeared to hold the road extremely well.

I am quite convinced that in this Car your Firm has produced one of the finest Sporting Cars ever built; one which will do credit to the British Motor Car industry as a whole, and will be yet another feather in the cap of its talented designer.

We can now arrange demonstration runs and accept orders for this new Super Sports model. With light Four-seater body, ready for the road

£1125

Yours sincerely,

(Signed)

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THE SUNBEAM MOTOR CAR CO., LTD.,  
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MUVERAN and BELLEVUE HOTELS.

YOU WILL LOVE THE PLACE. Season, June 15—September.

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ADJUSTABLE REST-CHAIR  
CAN BE INSTANTLY  
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Automatic  
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"THE BURLINGTON."

(Patented)

Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button and the back is locked.

The sides open outwards, affording easy access and exit.

The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The Front Table, Electric Light attachment (not illustrated), Reading Desk and Side Tray are adjustable and removable.

The only chair possessing these unique conveniences, and that can be so easily-adjusted.

The Upholstery is exceptionally soft and deep, with spring elastic edges, and supports the entire body in the highest degree of luxurious comfort.

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Specialists in the manufacture of Invalid Furniture and appliances for Bodily Rest and Comfort.

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## Superbly Refined

"THERE goes another Humber" is the comment to-day as a car glides past with the full grace of a yacht. "Silent as the night—comfortable as the Ritz, and a lasting credit to its designer," says an owner-driver. Easily among the leaders in the matter of appearance and comfort, here is a car in which the engine—the vital feature—is also in every respect superior.

Models from £240 to £875  
Dunlop Tyres Standard.

Built for the Motorist who places pride before price.

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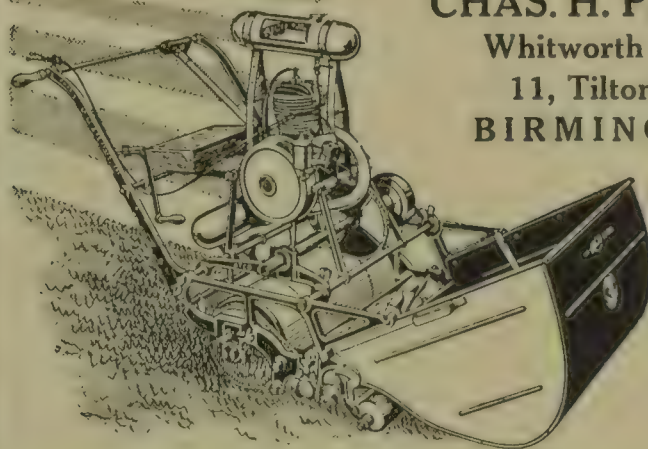
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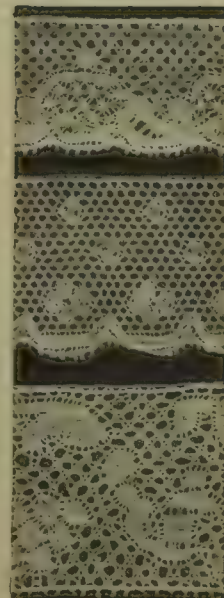
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## THE WORLD OF WOMEN.

THE engagement of Miss Sylvia Paget, Sir Richard and Lady Muriel Paget's eldest girl, to Mr. Christopher J. Chancellor, elder son of Sir John and Lady Chancellor, is announced. The bride-elect is one of a trio of pretty sisters, the youngest a débutante of this year. They have one surviving brother, who will be eleven in November. Their mother, Lady Muriel, has done wonderful work in the Balkans. In Jugoslavia she is looked upon as a kind of modern saint. She has the O.B.E., is a Lady of Grace of the Order of St. John of Jerusalem, and is a sister of Viscount Maidstone. Sir Richard Paget is the second Baronet. Mr. C. J. Chancellor's father is Governor and Commander-in-Chief of South Rhodesia, and was Governor of the Mauritius, and of Trinidad and Tobago. He is a Scotsman, and a distinguished soldier with much service to his credit in the Royal Engineers. Lady Chancellor is a daughter of Mr. G. R. Thompson, of Lynwood, Ascot. The wedding will not be long delayed.

There have been a number of weddings this month, and will be up to the end of it. They have not been so numerous or of such importance as June weddings usually are. The vicar of one of the West End churches most in favour for fashionable weddings says that they come in periods, and next year is due to be a great one for smart weddings. As a rule, many young people settle up matrimonial affairs during the Scotch and house party seasons, which begin with mutual attraction in the season here.

The Marquess and Marchioness of Lansdowne are at Dereen, County Kerry. It is a place on the shore of the wide Atlantic, in a sheltered bay greatly beloved of them both. Lady Lansdowne has said it gave her the best idea of Paradise of any place she knew, and she knows a lot of this world's surface, having been in Canada and India when the Marquess was Governor-General and Viceroy of these two great countries. Dereen House was destroyed by Republicans, to the very real grief and indignation of the people in the district, who love Lord and Lady Lansdowne. It is being rebuilt and approaches completion; meanwhile they occupy a place given by Lord Lansdowne to the Earl of Kerry called Sheen Falls. Lord Lansdowne entered his eighty-first year in January. His grandson, second heir to the Marquessate, Viscount Calne, will be twelve in October.

Cynthia Countess of Jersey was married very quietly to Mr. W. R. Slessor. Her brother, Lord Kilmorey, gave her away, and her other brother, Major the Hon. Francis Needham, and his pretty wife—who is a cousin of the Marquess Conyngham—were present; so, too, was her sister-in-law, Lady Dynevor. It is, I am told, her intention to use her title because of her children. She is a great favourite, having a very kind and sweet nature. As a girl she had rather a bad riding accident in Hyde Park, the worst consequences of which she was saved from by a police constable. As soon as she was able she had him brought to her bedside to be thanked, and later took a great interest in him and his family.

It would not do for the world to stand still, but there are some things we do not want to have altered. One of them is the garden of Grosvenor House. The mansion itself has nothing particular to recommend it. Denuded of its fine pictures and furniture, it is not imposing. All who saw the gardens filled with pretty women and girls in lovely summer frocks, the band of the Welsh Guards playing, exhibition tennis in progress, all sorts of innocent games of chance going on under gaily decorated giant umbrellas, and ices and iced drinks being served to appreciative customers by well-known pretty women, wished very decidedly for the continuance of such charming and interesting fêtes. It was for such an excellent cause as the Children's Country Holiday Fund. Countess Jellicoe, in cool reseda silken repp and a black hat trimmed with dull-hued roses, was playing Houp-là with considerable success, winning several things which will delight her seven-year-old son. The young Countess of Seafeld, in a bright shade of cool green, was looking pretty and picturesque, and enjoying herself. Lady Maud Carnegie, who was escorted by Captain Lord Carnegie, was a visitor during the afternoon, wearing a very pretty summer dress and hat in shades of cream colour and beige. Lady Lewis, whose children's purse party realised £545 for this good cause, was in black-and-white and black-and-red printed foulard, and wore a wide-brimmed straw hat of soft red. Her daughter, Miss Lewis, who was closely connected with the Grosvenor House fête, was in palest cyclamen-pink. Viscount and Viscountess Esher, with the Ranees of Sarawak and three young daughters, and the Hon. Maurice and Mrs. Brett with Miss Angela Brett, were representatives of three brilliant generations, for some of the youngsters are already showing brilliant characteristics. The Countess of Brecknock, pretty

as a picture, was in black-and-white printed foulard, and wearing a deep old-gold-hued Bangkok straw hat. Mrs. Stanley Baldwin, in white foulard with an all-over design in black and deep black border, and wearing a pretty black hat with a pretty upraised black-and-white sunshade, sought and found two daughters, Mrs. Gordon Munro and Miss Baldwin, working for the holidays of poor wee slum-dwellers. Miss Megan Lloyd George, in golden-brown crêpe-de-Chine, with a small dark-brown hat, was another worker. Rosita Forbes, of travelled and literary fame, was there, and so was Gladys Cooper. A cabaret arranged by Mr. Leslie and the Co-Optimists was a great draw. On the whole, the garden party was a huge success; everyone seemed to enjoy it.

It was something of an undertaking to give tableaux of "La Demoiselle Élue," with Debussy's beautiful music, in a private house. It was, however, successfully done at 1, Carlton Gardens, lent by Sir Walter and Lady Gibbons, who also gave a supper party and dance following. Even their fine spacious ball-room, with half of it occupied by the stage, did not afford sufficient accommodation for those who desired to enjoy the artistic treat. Seats were sold for the Westminster Health Society, but the demand was so great that the Chinese Room, in which the furniture is lovely old lacquer, was used for holders of rover tickets. The orchestra occupied the whole of the Green Drawing-room. The *solis* were in the very capable hands of Miss Maggie Teyte, Mrs. Frederick Lawson, and Mrs. Walter Rubens. It was greatly enjoyed, and wishes have been expressed that it may be heard where a large audience can appreciate it.

The engagement of Mr. Michael Henry Mason, only son of Mr. James and Lady Evelyn Mason, of Eynsham Hall, Oxon, to Miss Annette Baird, eldest daughter of Sir John and Lady Ethel Baird, is one that ought to please all who know the two families. Lady Evelyn Mason is the Earl of Crawford's only sister, and, like many who have grown up a girl with several brothers, is exceedingly nice. Mr. Mason belongs to a well-known English family. Sir John Baird, Governor-General-elect of the Commonwealth of Australia, is a Scotsman of note, and has already served his country in high positions. Lady Ethel, his wife, is the elder daughter of the Earl of Kintore. Once again a Scotsman goes to Australia, where the race is very popular.

A. E. L.



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## THE HISTORY OF THE AVRO.

THE history of Avro aeroplanes is almost synonymous with the history of aviation itself, for as far back as the year 1902 Mr. A. V. Roe was experimenting with model gliders, and from that date



CONVERTIBLE FROM A PASSENGER AIR-LINER INTO AN AMBULANCE: AN AVRO FOURTEEN-SEATER AEROPLANE JUST ACQUIRED BY IMPERIAL AIRWAYS.

This Avro machine has just been added to the fleet of air-expresses which Imperial Airways are at present using. It was originally built as an aerial ambulance, and has been so arranged that it can be converted from a fourteen-seater passenger aeroplane into an ambulance for the conveyance of invalids. A long cabin provides room for fourteen arm-chair seats or four beds. The machine is driven by a single 650-h.p. Rolls-Royce engine, and can attain a speed of 115 m.p.h.

steadily progressed until in 1907 he constructed his first full-sized man-lifting machine, and on June 8, 1908, accomplished his first flight in England, gaining the distinction of being the builder of the first man-carrying aeroplane to fly in Great Britain. The next machine was a triplane propelled by a 9-h.p. J.A.P. engine, followed by an improved edition of the same type, but with a 14-h.p. engine. Both these machines were successfully flown in 1909. Two 35-h.p. triplanes were constructed in 1910, one of which completed three circuits of the flying course at the Blackpool Aviation Meeting held in that year. These were followed by a 35-h.p. biplane, which demonstrated that biplane construction was the most suitable and practical form, and as a result of which the tractor biplane became an almost universal type. In 1911 this machine was fitted with floats, and was the first seaplane to leave the water in Great Britain.

In 1912, A. V. Roe and Co. constructed the first

all-enclosed "Aerocab" the world ever saw. This was fitted with a 35-h.p. radial engine, and was the first totally enclosed aeroplane in the world to fly. The same year saw the construction of a 60-h.p. biplane which carried out important flights at Brooklands, and was followed by a hydro-aeroplane with a 50-h.p. Gnome engine on which several successful flights were carried out over Lake Windermere, and from which some of the first photographs from the air were taken. The foregoing eventually led to the design and

construction of a still more advanced two-seater military type, which proved so successful that the British War Office ordered several machines of this pattern. In the military flying trials which were carried out in England in 1912, A. V. Roe and Co. entered the only all-British machine. This was an enclosed biplane, and with it the then British duration record for flying was broken by a handsome margin. The first machine to fly from Germany to Heligoland was a 100-h.p. 14-cylinder British Avro seaplane in 1913; and 1914 saw the advent of a 150-h.p. Sunbeam-engined Avro seaplane.

The wonderful record of Avro machines during the Great War is well known. They were used on the various fronts for scouting, fighting, and bombing, and more flights have been made on them than on any other make of machine. The Avro was (and is still) the standard training aeroplane of the Royal Air Force, and, in addition, was largely used for instructional purposes by the flying services of France and the United States.

In the early stages of the war the Avro was used extensively in France, and it may be safely described as one of the best, if not the best, machine with which the British Expeditionary Force was originally equipped. It was used for a variety of duties, including reconnaissance, gun-spotting, photographic work, and light bombing. The only armament consisted of a pistol carried by the pilot, and, in some cases, a rifle



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The white line running from the aerodrome to the right-hand lower corner of the photograph is the track by which seaplanes are brought to Southampton Water, which lies just off the bottom of the picture. Its proximity makes the aerodrome ideal for seaplane-testing.

[Continued overleaf.]



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Continued.]

used by the observer. Later on, several machines were fitted with a Lewis gun each.

The machine has some very notable achievements to its credit. The first real bombing raid of the war was carried out with Avro machines, the occasion being the raiding of the Zeppelin sheds at Friedrichshafen, on Nov. 21, 1914, by the then Engineer-Commander Briggs, Commander Babington, and Lieutenant Sippe. This achievement was particularly meritorious, and was carried out under great difficulties. Perhaps some details of the preparations will be interesting, and even amusing.

A visit was received from Commander Briggs, who had instructions from the Admiralty to obtain four machines immediately, and to have them fitted in accordance with his wishes. No information as to their intended purpose was given, but it was obvious that they were to be used for some bombing expedition. The machines were adapted for their purpose in a very short time, and each was packed in a separate case. Each machine was fitted to carry four 20-lb. T.N.T. bombs and four petrol incendiary bombs. No dummy bombs were available for testing, and the carriers were actually tested with live bombs, the bombs being allowed to fall into a suspended piece of sack. The machines were finally despatched by special trains to the South Coast, and by special train from Le Havre to Belfort. There they were assembled in a balloon shed and the engines run up indoors. Weather delayed the raid about a week. A start was eventually made, and the first flight that these machines made was direct to Friedrichshafen. The machine flown by Commander Briggs was shot down, the actual cause of the descent being the carrying-away of the petrol pipe by a bullet. The other two machines returned safely.

Another notable achievement carried out on an Avro 504 machine was the destruction of the first Zeppelin, on May 17, 1915. This feat is to the credit of Commander Bigsworth. He succeeded in climbing above the airship and dropped a bomb on it. The resistance of the Zepp. structure was not sufficient to cause it to explode, and it fell right through the airship. In doing so it seriously damaged the Zeppelin, which eventually came to the ground and was wrecked. This feat was not quite so spectacular as that of Lieutenant Warneford, who for some time was credited with being the first pilot to engage and destroy a Zepp. Avro 504's were also used in some of the earlier raids on Cuxhaven.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

H HESHMAT (Cairo).—You must look again at No. 3956. How do you mate if Black replies with P to Q 5th to your proposed solution?

JOHN HANNAN (Newburgh, N.Y.).—Your very exhaustive analysis of No. 3955 deserves a better fate. The reply to your proposal is 1. — B takes R; 2. Q to Kt 6th, P to Q 6th; and no mate follows. You will have seen that the author's solution is also inadmissible until the Black Kt is removed from K R 8th; but it is then an exceedingly fine problem.

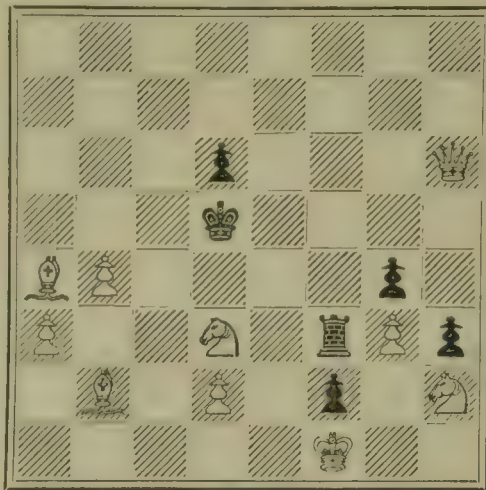
A EDMESTON (Worsley).—We promised an extension of time for No. 3955, and therefore credit you with its solution. The amendment was, of course, to make the original key possible. The problem deserves all the praise you give it.

S A HAWARDEN (Transvaal).—You seem to have overlooked the defence of 1. — P takes Kt in your attempted solution of No. 3954.

L W CAFFERATA (Farndon).—You appear to have an enviable plethora of "dear charmers," but this fierce burst of summer stands as an excuse for any lapse from grace. We note, however, your affections are not to be wholly transferred, which is a little comforting.

O H LAFONE (Blackpool).—Many thanks for your further contribution, about which we will have something to say later on.

PROBLEM No. 3958.—By R. C. DURELL.  
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3955 received from E Boswell (Lancaster), G de Doctorovich (Malaga), and A Edmeston (Worsley); of No. 3956 from H Ward (West Kirby), E M Vicars (Norfolk), R C Durell (Hendon), F J Falwell (Caterham), A Edmeston (Worsley), J C Kruse (Ravenscourt Park), W Oxley (Hartfield, Sussex), and A W Hamilton-Gell (Exeter); and of No. 3957 from W Kirkman (Hereford), S Caldwell (Hove), H W Satow (Bangor), A Edmeston

(Worsley), J Hunter (Leicester), C H Watson (Masham), L W Cafferata (Farndon), C B S (Canterbury), R C Durell (Hendon), J P Smith (Cricklewood), and G Stillingfleet Johnson (Cobham).

SOLUTION OF PROBLEM No. 3956.—By P. J. WOOD.

WHITE BLACK  
1. Q to Q Kt 6th Anything  
2. Mates accordingly.

A neat and pleasing problem, but a little wanting in those complex points that give style to the modern two-mover. The necessary immobility of most of White's pieces also limits the range of search for a key-move, for which, however, the clean and varied mates afford full compensation.

## CHESS IN GERMANY.

Game played at Baden Baden in the International Masters' Tournament, between Messrs. F. MARSHALL AND RUBINOWITZ.

(Queen's Gambit Declined.)

WHITE (Mr. M.) BLACK (Mr. R.)  
1. P to Q 4th P to Q 4th  
2. P to Q B 4th P to Q B 3rd  
3. Q Kt to B 3rd K Kt to B 3rd  
4. P to K 3rd P to K 3rd  
5. Q to B 2nd B to Q 3rd  
6. P to B 4th Castles  
7. Kt to B 3rd P to B 4th

The older practice was to play 2. P to Q B 4th, and it certainly saved a move if Kt to Q B 3rd is desirable. At present, however, Kt to Q 2nd is the favoured continuation.

8. B to Q 3rd Kt to B 3rd  
9. P to Q R 3rd P to Q R 3rd  
10. P to Q Kt 3rd P to Q Kt 3rd  
11. Castles P takes B P  
12. Kt P takes P P takes P  
13. Kt to K 4th B to B 4th  
14. K to R sq P to R 3rd  
15. Kt takes Kt

This exchange practically secures or White a winning advantage. His Queen and two Bishops are admirably posted for a crushing attack at the proper moment.

15. Q takes Kt  
16. B to Kt 2nd B to Kt 2nd  
17. B to K 4th P to Q 6th

It is not easy to see what Black hoped to gain by this sacrifice of his Q P, but in any case Q to Q sq was the better reply.

WHITE (Mr. M.) BLACK (Mr. R.)  
18. B takes P Q to K 2nd  
19. Q to B 3rd P to B 3rd  
20. Q R to K sq K R to Q sq  
21. B to K sq

To make room for the Queen's attack on K R 7th. Had Black's Kt now been on Q 2nd, Kt to B sq would have proved a useful defence. As it is, his Bishops and Knight are utterly useless, and are unable to give the slightest assistance in the remaining struggle.

21. R to Q 2nd  
22. Q to B 2nd P to B 4th  
23. P to K 4th Q R to K B sq  
24. P takes P R takes P  
25. P to Kt 4th

There is nothing to be done after this. Black's remaining moves are merely the convulsive efforts of an enmeshed victim. His forces have been completely cut in two by White's clever tactics, and his King's half overwhelmed, while the other half idly looked on.

25. R takes P  
26. Q to R 7th (ch) K to B sq  
27. B to Kt 6th Q to B 2nd  
28. Q to R 8th (ch) Q to Kt sq  
29. R takes P Resigns.

The Whitsuntide Chess Congress at Scarborough proved a very successful undertaking, and drew quite a large entry of good amateur talent for its various tournaments. The first prize in the Premier Tourney was won by Signor Max Romih, the Italian representative, after a keen struggle with Mr. P Wenman of Northallerton, who came second on the list. The Major Tourney went to Mr. F. Schofield, of Leeds, and the Minor Tourney to Mr. F. Davy, of Doncaster.

The Marienbad Tourney ended in Messrs. Niemzowich and Rubin-stein tying for first place, with Mr. F. Marsi all a good third. The success of the first-named has been long in coming, but to anyone who knows the range of the Russian master's powers, the wonder is that it did not arrive years ago.

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Suit your candles to your scheme of furnishing. Price's candles are made in many shades, shapes, and designs, all elegant and tasteful, beautifully decorative, and giving a radiantly clear light. In daytime, when ordinary candles look uninteresting, Price's tone with your room, and have great ornamental value.

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Price's hand painted candles strike a brilliant note against dark wood and dim drapery

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**clean teeth and Calvert's Carbolic Tooth Powder must go together**

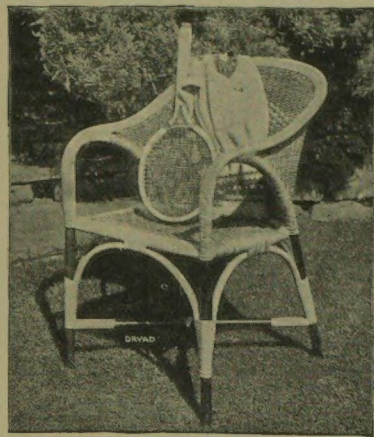
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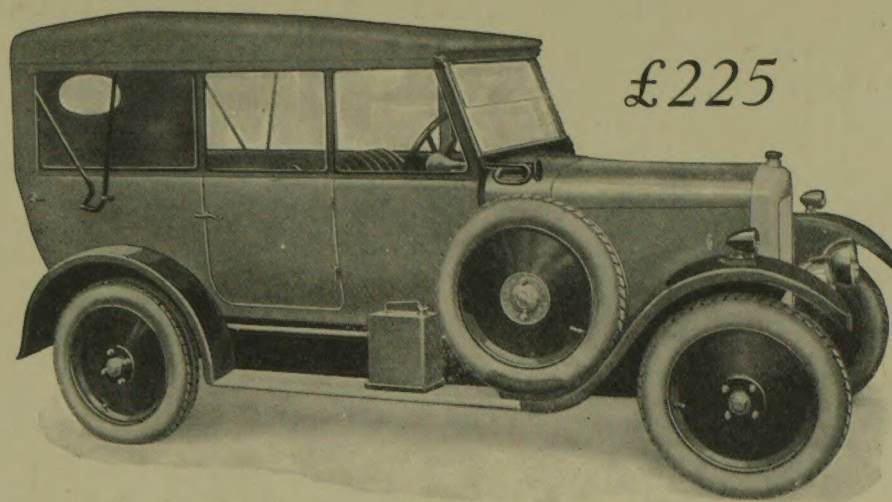
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**Letters of Satisfaction**

Cambuslang, Sept. 2, 1924.

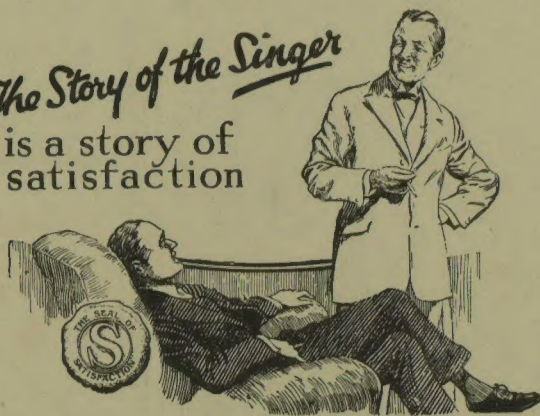
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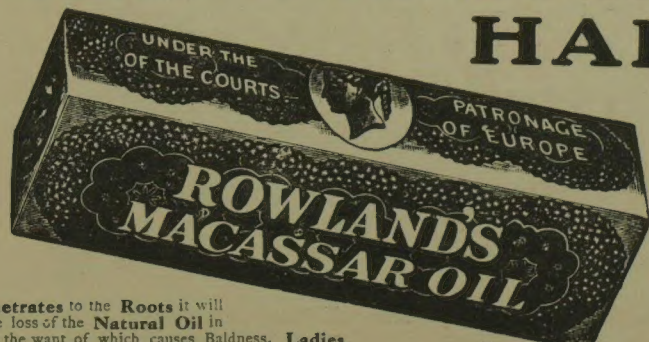
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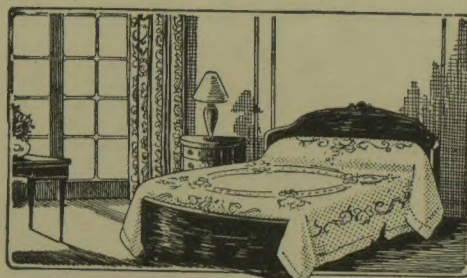
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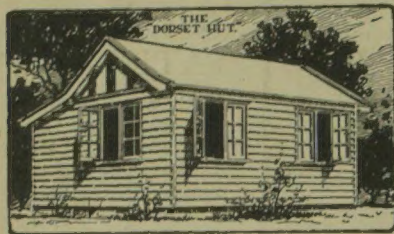


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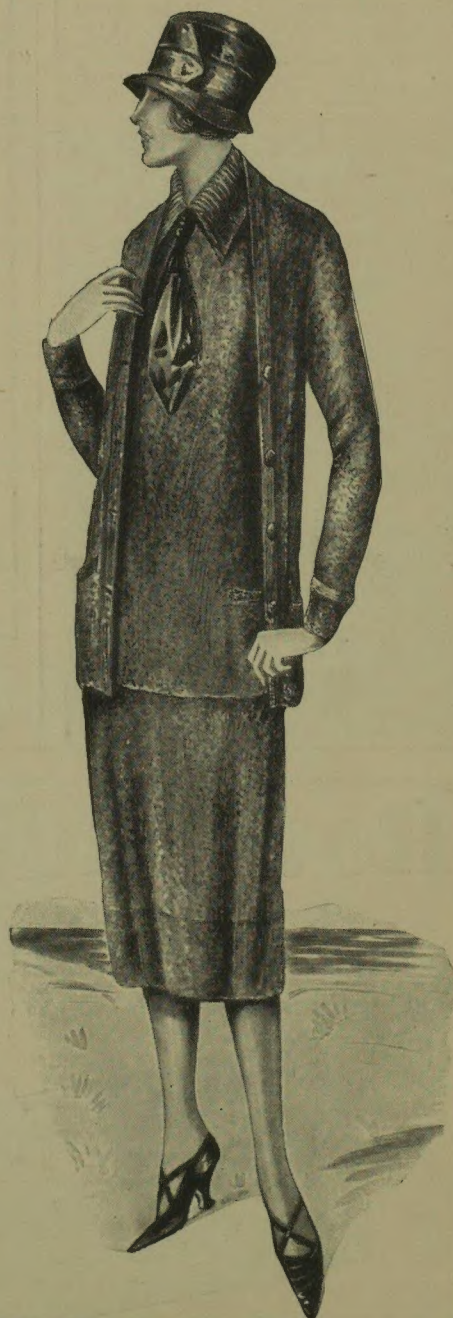
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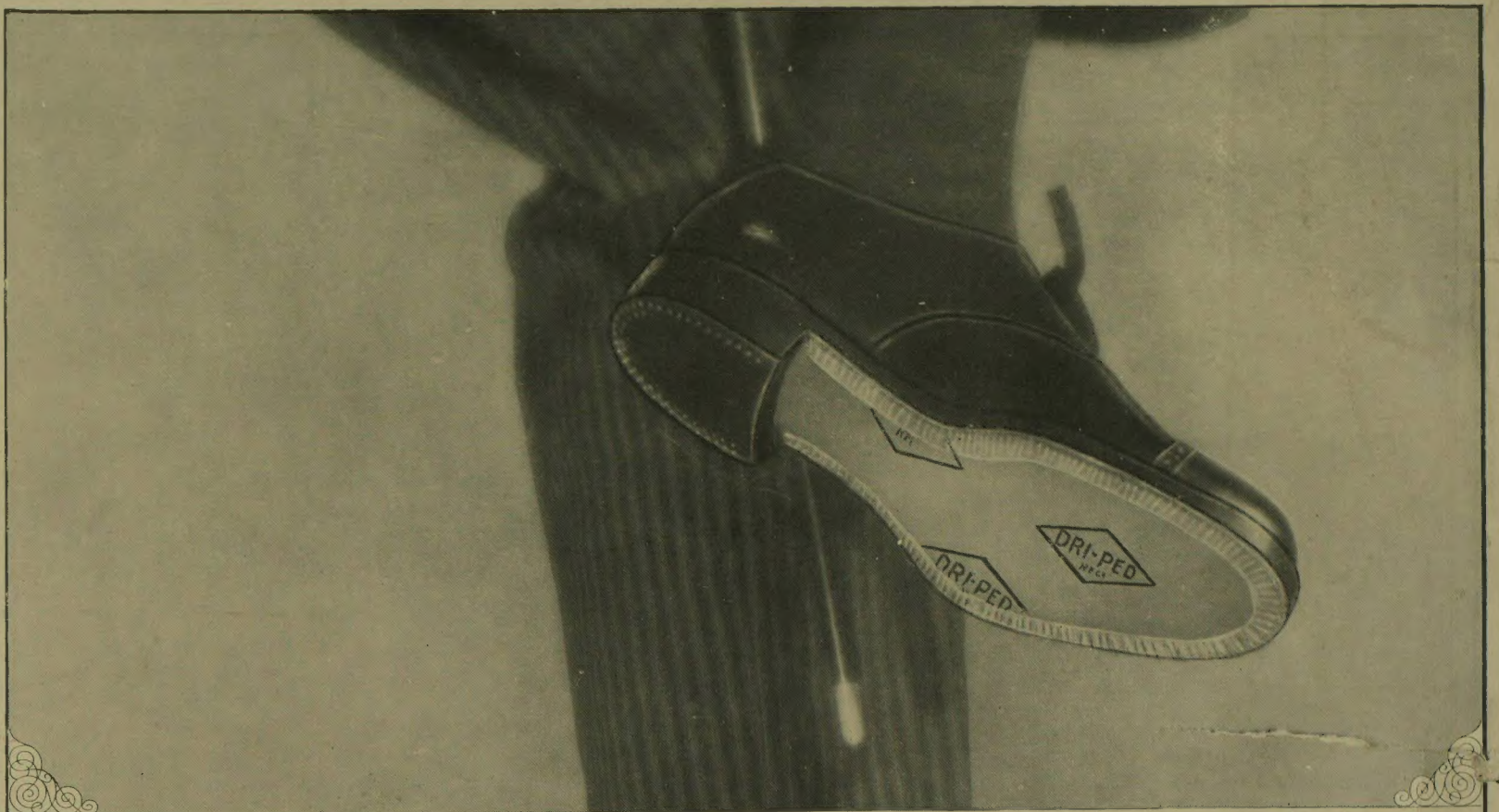
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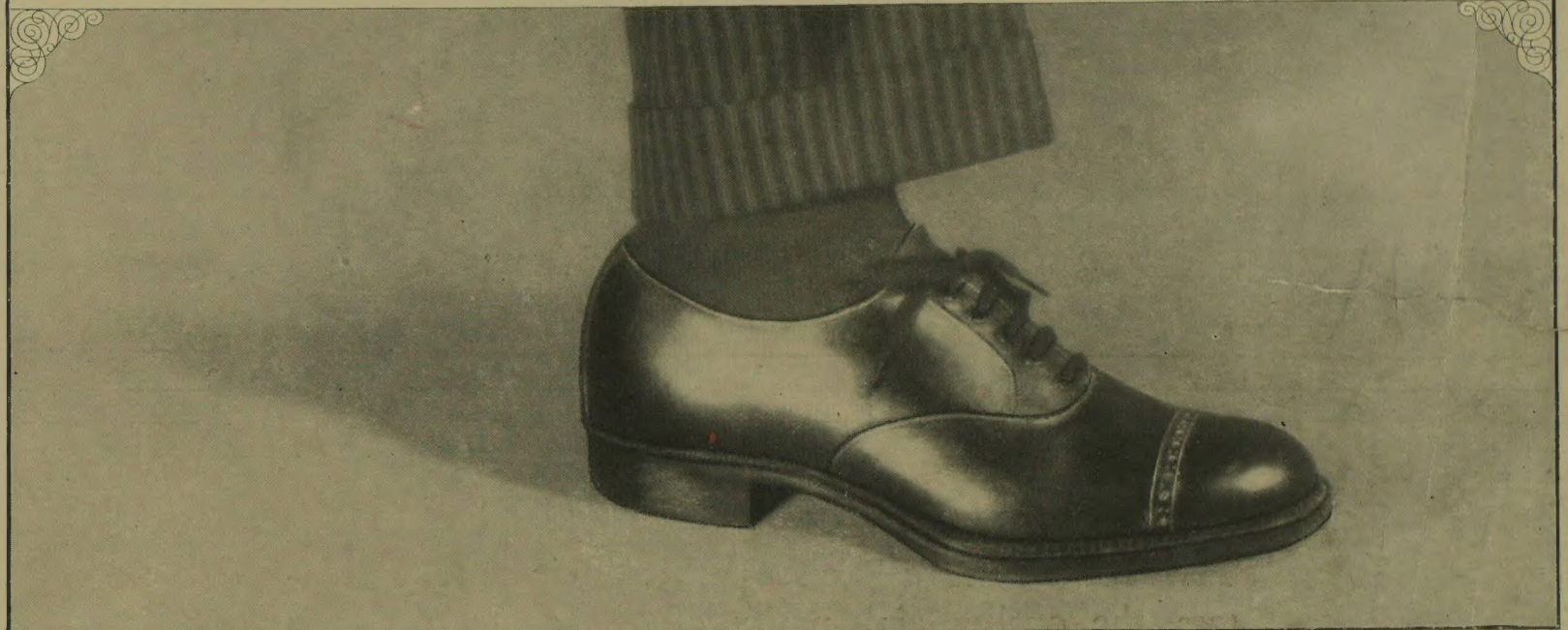
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